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BLATZ
MILWAUKEE
BEER.
In casks of 10 dozen
Pints, \$28.00
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,773 號三十七百七千四萬一第 日四十月七年十三緒光 HONGKONG, MONDAY, AUGUST 14TH, 1905. 一拜禮 號四十月八年五零百九千一英港香 PRIOR, \$3 PER MONTH.

THE
KING OF SCOTCH
WHISKIES
KING EDWARD VII.
LIQUEUR GOLD LABEL
\$21.00 Per Dozen.
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SPECIAL WHITE LABEL
\$15.50 Per Dozen.
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THE BLEND
VERY OLD LIQUEUR
SCOTCH
WHISKY.
A. S. WATSON & CO.
LIMITED.
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS. [a1342]

CUTLER, PALMER
& CO.'S
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.
Apply to
SIEMSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$4.50 per Cask 875 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1413]

NOTICE.
GEO. FENWICK & CO., LD., Engineers,
do., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 32; approximate area 48,000
square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [a133]

DR. M. H. CHAUN.
THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 29th July, 1905. [a1]

SIEN TING.
SURGEON DENTIST.
No. 10, DAGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
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IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

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and KYNOK'S SPORTING
CARTRIDGES, 10, 12, 15, and 30 BORE,
and NEWCASTLE CHILLED SHOT in
all sizes. Nos. 10 to 888G. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong 28th November, 1902. [a190]

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENT
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905. [a1632]

RUBINART PERS. & FILS, REIMP.
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTE, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1905. [a1221]

NOTICE TO ROWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
sale daily at Mr. AH YAU'S FERRY
WHARF STALL. Price 15 cents per copy
cash.
Hongkong 22nd December, 1903.

CHAMPAGNES.
POMMERY & GREN. Sec. extra Sec. and Nature, in Magnums,
bottles and 1/2 bottles.
BOLLINGER, Extra Quality, Extra Dry, vin. 1888, in Magnums,
bottles and 1/2 bottles.
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LANSON PERE ET FILS, vin. 1900, in bottles, 1/2 bottles and 1/4 bottles.
EROTY CARTE D'OR, vin. 1898, in bottles and 1/2 bottles.
PAUL DOMMERIE & Co. GOLD MARQUE in bottles and 1/2 bottles.
Telephone No. 75.
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Hongkong, 3rd August, 1905. [a37]

PHOTO SUPPLIES
DEVELOPING AND PRINTING
GOOD WORK,
PROMPT
UNDERTAKEN. RETURN
UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS
LONG, HING & CO.,
PHOTO GOODS STORE,
17, QUEEN'S ROAD CENTRAL.
Premises formerly occupied by Mr. F. BLUNCK, Silk Lace Manufacturer,
NEXT DOOR to Four Former Address.
Hongkong, 15th August, 1904. [a39]

IMITATED BUT NOT EQUALLED!
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NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL
COMPLAINTS ARISING FROM DEPRESSED VITALITY.
FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.
ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS, LIMITED,
CHEMISTS AND DRUGGISTS,
AND
AERATED WATER MANUFACTURERS.
(Crown Brand).
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DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a1239]

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WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.
BRANDY *** \$22.50
" *** 20.00
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WHISKY, PALL MALL 20.00
" JOHN WALKER & SONS' OLD HIGHLAND 12.50
" C. P. & CO.'S SPECIAL BLEND 10.50
PORT WINE, INVALIDS 20.00
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THE ABOVE EXCLUSIVELY SHIPPED TO
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HONGKONG AGENTS. [a34]

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WILL OFFER FOR ONE MONTH ONLY
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THE WHOLE OF THE ABOVE WILL BE OFFERED
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FROM THE USUAL PRICES FOR CASH ONLY.
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Hongkong, 24th July, 1905. [a26]

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Apply to—
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consisting of Eastman's Kodaks and Films, Miford Plates and Paper, Johnson's Chemicals,
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THE BEST MACHINE ON THE MARKET.
SEND FOR DESCRIPTIVE CATALOGUES. [a34]

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Funds nearly
\$11,000,000.
BEFORE insuring elsewhere compare the
Standard's rates with those of other
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DODWELL & CO., LD.,
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[a1566-1]

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Dining accommodation for 300 persons.
131 Bedrooms.
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residents.
Hydraulic Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July 1905. [a1729]

CONNAUGHT HOTEL.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Luncheon Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a45]

CARLTON HOUSE
HOTELS.
No. 8 & 10, ICE HOUSE ROAD.
THESE premises, formerly known as the
Club Hotel and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [a4]

"BOA VISTA"
(HOTEL-SANTARUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desiring of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA"
For Terms, apply
[a241] THE MANAGER.

VICTORIA HOTEL.
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On the British Concession.

MACAO HOTEL.
MACAO, CHINA.
In the Centre of the Praya Grande.
Both Hotels under experienced European
Management.
Every Comfort and Convenience for Residents
and Tourists.
WM. FARMER,
Proprietor.
[a1947]

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WATSON'S
PRICKLY HEAT
LOTION**
A RELIABLE AND EFFICACIOUS
REMEDY.

Immediately relieves the irritation.

**WATSON'S
HOUSEHOLD
AMMONIA**
FOR THE BATH, TOILET AND
HOUSEHOLD.

Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.

**WATSON'S
CARBOLIC
SOAPS**
RECOMMENDED BY THE MEDICAL
PROFESSION.

**A. S. WATSON & CO.,
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CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.

THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS.

[33]

NOTICE TO CORRESPONDENTS.

Correspondents should send their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
No responsibility is assumed for the loss of letters.
No correspondence should be published unless it is
sent to the Editor by post, and not by hand.
The Editor's address is: The Daily Press, 131, Fleet Street, E.C.

P.O. Box, 88. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 14TH, 1905.

SHARE lists are by no means unpopular
reading in the home countries, but it is
doubtful if they appeal to so large and
varied a circle of readers as they do out
here, where the average price of stocks is
comparatively lower, and almost everybody
a speculator or investor. It is perhaps a
pity that the methods and accuracy of the
European lists cannot be imitated in China.
Even in London, where the prices are
tabulated from the official list of the Stock
Exchange, or direct from the market repre-
sentatives of the Exchange Telegraph Com-
pany (tape prices), filled up in some cases
by late advices from brokers, it is sometimes
alleged that the prices as published are very
misleading; and brokers have to complain
that in consequence their relations
with their clients are sometimes
unsettled, the client placing implicit faith
in all he reads in his favourite paper.
Local quotations are short of the
double price puzzle, perhaps because local
clients are believed to be in need of the
simplest possible form of presentation; but
we doubt if the lists can ever indicate so
justly the state of the market as do the
familiar columns of, say, the *Times*. For
instance, we have at the end of the week
just over compared several of the lists
published in the colony, and noted several
unaccountable discrepancies. Three of
them quote "closing" prices by adding
an explanatory word, "sales," "buyers,"
"nominal," "sellers," and so on. This ought
to be clarified itself, and perhaps if properly
managed, it might be. But how are these
prices obtained? We note in a northern
contemporary a humorous suggestion that

when the market is as stagnant as it
admittedly now is at Hongkong, all
quotations are nominal, and that the local
association of brokers holds a faint sense
to decide what those quotations shall be.
Apart altogether from such joking, it is
difficult to account for the diversity of rates
to be discovered in the last three lists
available for comparison. One well-known
and old established company has its stock
variously quoted on the same day at "\$14
sales," "\$15 sellers," and "\$11 1/2 sales."
Wide prices are necessary when the market
happens to be nervous, as we believe is the
case with the stock selected; but these are
altogether too wide. Sales at eleven and a
half mean to the interested reader of the
share list, especially if he con-
templated selling, buyers at something less,
possibly eleven and a quarter, which in turn
makes the pretensions of the "sellers at
\$15" somewhat ridiculous. At present
these lists give no useful indication of the
condition of the market, the explanatory
words being as misleading as the figures.
One stock is quoted with unanimity as to
price, but while one gives it a selling price,
others give it as merely nominal. Whether
this looseness is indicative of the calibre of
the clients, who know very little themselves
of the signs and are content to trust
to others to tell them, or whether it
is because there is really no proper
system of ascertaining the actual feeling
of the market, we cannot say. It
seems to us desirable that these things,
which are commonplace to profes-
sionals, ought to be better understood by
the people whose capital or whose savings
are augmented or diminished by the fluctua-
tions these quotations are supposed to index.
If the double quotations were reverted to,
the embryo financiers would soon under-
stand which means selling and which buying
and that even then "you cannot always go
by the papers"; as then the tendency would
be to keep slightly outside the actual
figures. The actual transactions of the
market are never anywhere truthfully
reported: reports may be true, but
not the whole truth: and so these alleged
"sales" have to be weighed against others
not mentioned. There is no clue to these
"sellers" whether it means that money
is so tight that many holders of big
holdings are willing to sacrifice a third
of their investments to realise the rest,
or only one or two nervous small-fry,
sharing the nervousness. It might mean
either at present. Perhaps the committee
of the local 'Change will take the opportu-
nity of the existing slackness to consider
ways and means of getting out reports that
will enable the public better to understand
just what is going on.

There were 735 deaths in June. About 700
were Chinese.

Captain Bongotin and his family were to
leave Japan on Saturday.

Counting from Friday last, for six months
no Shanghai dog will be allowed to land in
this colony.

The current *Gazette* notifies that Assistant
Harbour Master Basil Taylor will not during
the leave of Captain Barnes-Lawrence.

Mr. Isiah Edward Mitchell, who qualified
at the University of Montreal, and who is
attached to London Mission, has been added to
the register of medical practitioners.

The Green Island Light is to be changed
next year. A round brick tower is to be
built 58 feet high, and the light will be visible
18 nautical miles away.

The mean temperature for July was 82.3;
the maximum was 87.5 and the minimum 78.1.
There were 243.5 hours of sunshine, and only
about nine inches of rain. Apparently it
wasn't (as some supposed) the hottest July in
twenty years.

As a motor car driven by Mr. McKim was
going down Morrison Hill, Basil Thomas, the
nine-year-old son of Mr. G. E. Thomas, ran across
the road and was knocked down. Dr. Bell, who
happened to be at the Golf Club at the time,
examined the lad and found his thigh fractured.
He ordered his removal to the Government
Civil Hospital, where he was detained for treat-
ment.

There was no circus performance on Satur-
day night. Although some steps were taken
to make the postponement known, very few
people seem to have been informed; and there
was a really big crowd of people at Causeway
Bay after dinner. These coming back did not
tell the outward bound folk; and this joke
seemed to afford more amusement in the trams
than any more circus could give. An explana-
tion appeared in the new advt. It was owing to
trouble with cooling-lamps.

The programme of music to be performed by
the band of the 129th Baluchis on the New
Parade Ground to-day (Monday), from 5 to 6.30
p.m. is as follows:
March "The Stars and Stripes"
March "The Stars and Stripes"
March "The Stars and Stripes"
March "The Stars and Stripes"
March "The Stars and Stripes"
March "The Stars and Stripes"
March "The Stars and Stripes"
March "The Stars and Stripes"
March "The Stars and Stripes"
March "The Stars and Stripes"

Recently, before the Royal Society, London,
Professor Dunstan and Mr. G. S. Blake de-
scribed a mineral lately found in Ceylon, which
possesses radio-active properties. Its crystals
are more or less cubical in shape, black, rather
lighter than silver, and about as hard as rock
crystal. As the mineral, called Thorionite,
contains 80 per cent. of thorium oxide, it has
considerable commercial value. The remainder
is chiefly uranium oxide, with a little of two
other rare earths and lead. Thorionite is helium
radio-active, and when dissolved evolves helium,
into which one of the emanations from radium,
now almost priceless, has been proved to change.

The *Japan Chronicle* learns that Mr. W.
Deshler has acquired the steamer *Bureau* from
her owners, the Howard Smith Co., Melbourne,
through Messrs. Bowden Brothers & Co. The
Bureau will be put on the Japan-Korea
route along with the *Ohio* to enable Mr.
Deshler to meet the growing trade. In future
the *Bureau* will be known as *Ohio III*. For
many years the *Bureau* had the reputation of
being one of the fastest steamers on the
Australian coast and made several record trips
with mails between Townsville and the southern
ports. She is a most comfortable passenger
steamer, is excellently fitted, and passengers to
Korea will find the trip in the *Ohio III* enjoy-
able.

A new rider main district (No. 4) is
announced. It is bounded by a line commencing
at the intersection of Holland Street and
Praya, Kennedy Town; thence proceeding
northwards along the Praya and Des Vaux
Road West to its intersection with Connaught
Road West; thence along Connaught Road
West to its intersection with Sutherland
Street; to its intersection with Ke Shing
Street; thence along Ke Shing Street to its
intersection with Li Shing Street; thence along
Li Shing Street to its intersection with Queen's
Road West; thence along Queen's Road West
to its intersection with Kwong Fung Lane;
thence along Kwong Fung Lane to its
intersection with Third Street; thence along
Third Street to its intersection with Pokfulam
Road; thence along Pokfulam Road to its
intersection with Hill Road; thence along Hill
Road to its intersection with South Lane;
thence along South Lane to its intersection
with the boundary line of War Department
Land; thence along the northern boundary line
of War Department Land produced until it
intersects Belcher's Street; thence along
Belcher's Street to its intersection with Holland
Street; thence along Holland Street to its
point of commencement.

FRUSTRATED BOYCOTT MEETING
AT HONGKONG.

CHINESE ANGRY.
On Saturday a meeting of Chinese to organise
a local boycott of American commodities was
opened at the Chinese Commercial Union's
premises in the City.
About 800 had assembled, and more were
being turned away. No business was done, as
an official intimation was received at the begin-
ning that such meetings were illegal and
forbidden.

We are informed that the people were very
angry.

A meeting confined to members of the Com-
mercial Union is to be held to-day.

BOXING.

A match between Bellow of Tientsin and
Christie (late of Hongkong) has been arranged
for \$500 to take place in Chefoo in one month
from date. Each man has already put up for-
ward money of \$1500 which will go to the
opposite side in the event of the rest of the
wager not being up by a specified date. Christie
claims to have a lot of money behind him from
Shanghai and there is no cause to believe to
the contrary. Bellow has one backer alone who
is willing to use his own term, to "go the
whole hog" on him, so that the fight, which
will be for the championship of the Orient,
promises to be the most exciting that has taken
place in the Far East. Chefoo has been selected
as the spot for the encounter because the
American fleet is there, and the sailors are
generous supporters of this kind of sport, and
give reasonable luck the house should be a
great one. Tientsin sportsmen will watch with
interest the progress of our local man and will
wish him a good fight. The sum of \$500 has
been deposited with the Tientsin Press Limited
in support of Bellow, and backers of Christie
may get it in part or whole, and get more
still if they want it. — *Tientsin Times*.

"VON DER HORCK" OF
HONGKONG.

Some of the "old hands" may be interested
by this item, which appeared in an English
paper dated July 7th:
"Judgment has at last been delivered in the
famous case of the pearl necklace.
It will be remembered that Baroness de
Horn, a Russian lady married to a Frenchman,
M. Gros-Millaud, a banker, and ex-director of
the Renaissance Theatre, and Delval, a trades-
man, were charged with having by fraudulent
means become possessed of a pearl necklace
worth \$20,000, belonging to Mme. Dufour,
sister of M. Frederic Jacques, and daughter of
the well-known animal painter.
The accused were all found guilty, Millaud
being sentenced to three years' imprisonment,
and the Baroness and Delval to two years.
Baroness de Horn was a sort of jewel broker,
and the necklace had been entrusted to her for
sale by private treaty.
It is whispered that it was the property of a
well-known lady of the French aristocracy,
desirous of helping the Ligue des Patriotes
with a timely subscription."
It was understood that the Baroness de Horn
was originally the wife of a lounge planter in
his widow. Mr. Alexander von der Horck, as he
was known in Hongkong, but afterwards as the
Baroness de Horn, acted as an assistant on the
estate, and finally married the widow. Then
followed their residence in Singapore, where
they took a prominent position, the Baroness
being a successful owner of horses at the
Sporting Club meetings. Curious incidents
then happened, and the Baroness and Baroness
separated, she going to Europe with her little
daughter.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

BOYCOTT DEVELOPMENTS.

SHANGHAI, 13th August.

There are fears of an anti-foreign
movement at Soochow.

The boycott is becoming political.
It is stated that the Governor of
Nehchwang "threatens the boycotts
death."

A CHINESE RISING.

SHANGHAI, 12th August.

A Kolaohui Society rising is reported
from Puchoufu, Shansi, but it appears
to be a purely local affair.

One hundred and forty soldiers are
missing, but it is not considered prob-
able that they have been killed.

The Taiyinfu officials are sending
a large force with artillery to suppress
the rebels.

OIL STEAMER ON FIRE.

SHANGHAI, 12th August.

The oilsteamer *Periah* is burning
outside Woosung.

13th August.

The *Periah* is a new steamer flying
the Dutch flag. She was laden with
sumatran benzine in tins.

She has been badly burned out,
outside Woosung, her bows being
under water and the screw well above
water. She is still adrift, being too
hot to handle.

The engineer and three volunteer
firemen from the fire-boat have been
taken to the hospital, badly burned.

Two or three Chinese were killed.

THE PEACE CONFERENCE.

JAPAN'S DEMANDS

LONDON, August 11.

Japan has put forward a claim for
reimbursement of the expenses of the
war; the cession of Saghalien; the
evacuation of the entire province of
Manchuria; the limitation of Russia's
naval strength in the Pacific; and for
fishing rights in the Behring Sea.

The Russian reply is expected to
be given on Monday.

[REUTERS' SERVICE.]

THE PEACE CONFERENCE

LONDON, 10th August.

It has been arranged that the Envoys will
sit for three hours in the mornings and two and
a half in the afternoons, daily.

THE VICEROYALTY OF INDIA.

LONDON, 10th August.

Vague rumours are current that Lord Curzon
is about to resign.

THE VISIT OF THE FRENCH
FLEET.

LONDON, 10th August.

Admiral Caillaud and eighty French officers
launched at the Guildhall yesterday; there was
remarkable enthusiasm in the streets; the Ad-
miral and officers afterwards dined with Lord
Lansdowne.

THE PROSPECTS OF PEACE.

LONDON, 10th August.

The conviction is gaining ground, that the
peace negotiations will fail on the question of
indemnity, upon which it is believed the Russian
instructions admit of no compromise. Baron
Komura has lauded the Japanese terms in
writing to M. de Witte, and the Russian Plen-
ipotentiaries will now study the question and
answer in writing as soon as possible; in the
meantime the conference is adjourned.

PEACE TERMS.

LONDON, 11th August.

The main features of Japan's demands are,
reimbursement of war expenses, the amount of
which is left for future consideration, and the
cession of Saghalien. The word indemnity is
avoided.

LATER.

The other Japanese terms of peace are, the
cession of Russia's leases in the Liautung
peninsula, the evacuation of the whole of
Manchuria. The cession to Japan of the rail-
road south of Harbin, the northern portion
remaining to Russia, a Japanese protectorate
of Korea, the limitation of Russia's naval
power in the Far East, the retrocession to
China of any Russian privileges in Manchuria,

a grant of fishing rights to Japan on the
Siberian littoral, from Vladivostok to the
Behring Sea, the relinquishment of Russia's
interests in Japan. It is believed that
M. de Witte accepts all the Japanese conditions
as a basis for discussion except the indemnity
and the cession of Saghalien.

EARTHQUAKES AT MACAO.

DISTURBANCE EXTENDED TO HONGKONG.

An earthquake, as Mr. Dyer Ball in his
Things Chinese remarks, is not a phenomenon
often experienced by the foreign resident in
China. "Slight shocks" however, have at times
been felt at Hongkong as well as in the Treaty
ports, but they come at such long intervals and
are of so mild a character that they excite more
wonder than alarm. The series of earth-tremors
which the inhabitants of Macao have lately
been experiencing are certainly more alarming
than any previous experiences of the kind
recorded in this part of China.

On Friday night at nine o'clock a very severe
shock was experienced at Macao causing large
numbers of the inhabitants to leave their houses,
and as this first shock was followed throughout
the night by a series of minor oscillations,
crowds flocked to the parks and other
open ground in the portions of the city, and
spent part of the night in the open air.
Altogether sixteen shocks were experienced
during the night. Many residents of Macao
have become so alarmed by the recent
frequency of these earth-tremors that they
have come over to Hongkong, and it is said
half the population would have come here on
Friday had there been steamers to take them.

But Hongkong is beginning to feel the
earth tremors too. Many residents, especially
on the Peak, noticed a slight shock about nine
o'clock on Friday night, and a much sharper
one was experienced at 8.25 p.m. on Saturday.
That of Friday night was scarcely perceptible,
but there was no mistaking the shock on
Saturday night, an undulating lateral motion
of the earth being most unpleasantly prop-
rietary and causing momentary alarm to a good
many people. Damage to house property, it
might be supposed would more likely be caused
by Saturday's shock than by that on Friday,
yet the only damage we have heard of is the
fall of the roof of a verandah at the back of
one of the houses in Bulfinch Terrace on Friday
night, the crash giving residents in the
neighbouring houses a great fright. The
movement of Friday night's earthquake
shock appeared to be vertical, while that
of Saturday was lateral. It is ten
years since a shock of earthquake so
noticeable as that on Saturday night was felt
in Hongkong. It was then recorded that
people in the upper stories of the Hongkong
Hotel felt dizzy and concluded that the building
would fall, and that many Chinese were much
alarmed.

It will be interesting to learn what effects
are noticeable at the hot springs of Yang Mak,
about twenty miles north-west of Macao. The
temperature of the water coming from these
springs is usually about 170 degrees. They
are situated in a valley surrounded by high
mountains, and from the position of the springs
at the centre of the circle of mountains it is
generally considered that the site is that of an
extinct volcano. It is rather curious however to
note that though Hongkong is mentioned several
times in the list of Mr. Dyer Ball's, as having
experienced earthquake shocks, Macao is not
mentioned once.

THE BORNEO GOVERNORSHIP.

Announcing Mr. Guericke's resignation, the
Singapore Free Press says:
"That official has thus followed Mr. Hugh
Clifford and Mr. E. W. Birch in laying down
responsibility for administration of the Chartered
Company's territory. Whether his reasons are
the same, that is dissatisfaction with the policy
of the Directors, or of the Managing Director,
cannot yet be ascertained. Apparently to judge
by the report of the half-yearly meeting of the
British North Borneo Company to hand by
this mail, the Directors were satisfied with
Governor Guericke and his staff. The Chairman,
Sir George Jessel, said—

"You will observe by referring to the profit
and loss and land sales accounts, that the gross
revenue was £27,940 in 1904, while the net
surplus of revenue over expenditure was £25,202.
These figures show a gross and net increase
respectively of £14,263 and £14,835 over the
previous twelve months. The very considerable
improvements thus shown reflect the greatest
credit on the Governor and our staff, who are
faithfully and loyally carrying out our instruc-
tions, and are otherwise doing all they can to
make North Borneo reward us for our enter-
prise and efforts in bringing it to its present
stage of development."
And Mr. Cowie, later on, declared that in
view of the cheerful and loyal assistance the
Company was receiving from their present
Governor and the other members of the service,
they might soon be able to increase the divi-
dends. And at a still later stage of the proceed-
ings the Chairman said:—"With reference to
another question—that was about the expendi-
ture of the company during the last year—he
was glad to see it was recognized that the staff
out there, and principally their most excellent
Governor, had with the greatest difficulty—on
account of what had happened just before his
reign—inaugurated a sound policy of economy,
coupled with efficiency."

(We wonder what the *Free Press* whether
Mr. E. W. Birch will appreciate this "dig" at
his regime.)

BICYCLES IN FORMOSA.

In his report on the trade of North Formosa,
Mr. Acting-Consul Crowe observes that the
imports of bicycles are at present trifling, but
as several new roads suitable for cycling have
been constructed and old roads repaired, he
considers it not unlikely that the import may
increase considerably in future, more especially
as a new race track is now in course of
construction at Taihoku. Four hundred and
ten machines were imported last year, at an
estimated value of £2,200. Of these only 20
were of British manufacture.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton 11th August 1905.

BOYUS "FOREIGN" FIRMS.
His Excellency Viceroy Shun has given
instructions to all the local officials to furnish
him with reports of all the foreign firms that
are carrying on business in the Walled City
and suburbs in their respective districts. The
report is to contain names of each firm, their
nationality and the number of employees
engaged by them. I presume this is done to
suppress those Chinese firms that have assumed
foreign names.

"JAPANNING" THE ARMY.
Viceroy Shun is, indeed, a progressive man,
and his latest idea is to reorganize the army in
the Kwangtung province on the Japanese system.
Hitherto the Chinese Army has been trained
under the German system. I mentioned some
time ago, that many Japanese tutors have
arrived here, and have now discovered that they
are military instructors engaged by the Chinese
Government on the Viceroy's recommendation.
His Excellency intends to start instructing his
body guards first, and the various divisions of
the Kwangtung Army will be instructed
afterwards.

400,000 TAIKES SUBSCRIBED FOR RAILWAY.
Capital to the extent of 400,000 taels has
already been subscribed by officials gentry and
merchants of the Sun-Ning district for the
purpose of building a railway to join the main
trunk of Canton Hankow Railway from that
district. As soon as the regulations are drawn
up the people will petition to the Viceroy of the
Two Kwang requesting him to grant them
permission to start the work. I might mention
that the majority of the Chinese emigrants of
United States are natives of Sun-Ning, and the
people of that district are more enlightened than
follow "countrymen" and they know the
advantage of having a railway running through
their district.

HIG CLAN FIGHT IN-COUNTRY.
I hear that a very serious clan fight is now
going on in the Wei Chow District. It is said
that over 200 villages are involved in the fight,
and each party in order to prevent their own
men from being killed by mistake, carry
banners—one party red, and the other black.
Cannons and rifles are used by both parties and
thousands of men have already been killed and
wounded.

TORTURE.

Torture of prisoners during trials of cases
has been abolished by the Nam Hoi and
Poon Yu Magistrates some time ago. Lately
the Poon Yu Magistrate discovered that his
work was in arrears, as he had difficulty in
getting witnesses to appear and give evidence.
His list of cases has been growing longer
every day, he was "compelled" to fall back
to the old art of applying torture to obtain
confession from prisoners. The matter of fact is
that the people have no confidence in the
officials, and if they do appear in court to give
evidence they are afraid of being detained and
squeezed by the officials. The way to get people
to appear in court to give evidence is to give
them some sort of guarantee that they are at
liberty to leave the court premises as soon as
the case is over and that they will not be
molested in any way by the officials or their
subordinates. I suggest that if His Ex-
cellency Viceroy Shun issues a proclamation
to that effect the Canton Courts will have no
difficulty in getting witnesses to appear.

EMPEROR DOWAGER PROMISES PARLIAMENT
ON CONDITIONS.

A telegram received from Peking states
that in an audience granted by the Empress
Dowager she made the following statements:
"I have heard that if a House of Parliament
were to be established in my country it will
make the Ching dynasty very firm and
overlasting and that all revolutionary delin-
quency will cease and my country will
enjoy peace. I have sent the following officials
viz—Tai Hing Chi, Tao Chak, Tan Fong and
Yun Bai Kai's son to go abroad to study the
parliamentary methods of different nations and,
on their return, should they report favourably on
the subject, then I will grant the establishment
of parliament to my subjects."

CHANGSHA.

THE CASE OF MR. BENNETT.
The *N. C. Daily News* says:—"The latest
news by wire from Mr. Bennett is that his
case is hung up because the British Consul at
Changsha can get no instructions from the
British Minister. Meantime, the Chinese
authorities must succeed in starving him out,
for his resources are entirely exhausted, unless
the British merchants here, whose cause he is
fighting with his own, come to his assistance.
It must be remembered that the British
Consul-General at Hankow has distinctly stated
that Mr. Bennett has the right on his side.
We have been able to send him up contributions
of nearly £1,200, but more than this is wanted
to tide him over the difficulties that have nearly
overwhelmed him, and we shall be glad to
forward to him any further sums that may be
sent to us for that purpose."

JAPANESE KINDNESS AND
COSSACK CRUELTY.

The *Peking Times* learns of an act of kindness
by the Japanese from an Italian gentleman who
has just arrived from Mongolia, which will
contrast itself to the cruelty of the Russians.
The gentleman referred to was assaulted in the
early morning by some Cossacks who demanded
money from him. He refused to give them
any, and one of the Cossacks slashed at his
head with his sword. In putting up his hands
to defend his head he received a terrible
wound, the sword penetrating right through
his hand and cleaving the skull. The Japanese
arrived shortly afterwards and finding him in
his house lying at the death door, they gave him
every assistance and called twice a day for one
week to dress his wounds. Remembering the
amount of work which devolved on the medical
corps at this time, the kindness is most note-
worthy.

PAKHOI.

(FROM OUR CORRESPONDENT)

August 9th.

DEARTH OF RICE.

Following two consecutive years of abundance of this important staple, there is a very bad prospect for the second crop of the present year throughout the Prefecture of Linchow, partly due to the appearance of myriads of a black hairless grub, which had almost destroyed the young plants. Taking advantage of this unfortunate circumstance the wealthy proprietors of granaries are making a "corner." The merchants on the other hand, who are always equal to the occasion, have been importing rice from Shanghai by every opportunity, and this has been the means of preventing further rise in the price of the staple, and I have no doubt that Hongkong will soon be looked upon as another source of supply.

THE FARM-SCHOOL.

Since the departure of Professor Marcel Bonnet, who left for France on leave in the beginning of August last, the school has been left without a teacher, with only the direction of a monitor or one of the most advanced pupils with the supervision of the French Consul, Monsieur de Lescage. The new professor, Monsieur Chalmel, having now arrived the school is again in proper trim with a daily attendance of between forty and fifty boys.

GROUNDNUTS.

The harvest of this crop has been plentiful here and in the surrounding districts this season, so much so, that its export, both in the crude state and after being converted into oil, to Hongkong, Haiphong and other adjacent places, has been noticed with pleasant surprise. Until as recently as the 6th ultimo, Sesamum Seed, which is a bad substitute for the Groundnut oil, has been imported from Hongkong, but since the nuts were gathered and crushed, the rotors have been the case. Six years ago the exportation of the oil was stopped, owing to the failure of the crop, and only last year the natives began to export, with the seeds obtained from California and Swatow, with such admirable results, that a new impetus was given this year. Whether in the future such satisfactory results will be obtained, I am not prepared to forecast, but the planters are confident that such will be the case. The work of crushing the nuts to obtain the oil (a most primitive and tedious process) has been going on for weeks, working overtime. What with the gathering of the nuts, drying, shelling and crushing, there ought to be employment for all the idlers, who should not now be able to advance the plea of want of work, when they go begging and robbing. Unfortunately, these parasites seem to be more active in good times. The planters are better worth robbing.

ZONE TIME.

At last it has been decided to adopt the Zone time here as elsewhere. On the 4th instant a circular was sent round by the Acting Harbour Master, Mr. F. Allerton, stating that "zone time" having been adopted for public and private use at other treaty ports, zone time at Pakhoi would, in the future, be circulated for the information of the community. Pakhoi zone time is slower than mean time by 16 minutes.

SANITATION.

Through the initiative of the Delegate of Foreign Affairs, the Expectant Taoist Liang, the principal streets are being daily cleaned. The expense is borne by public subscription, the promoter being one of those who head the list. Mr. Liang, who is a man of sound English education, with a good idea of Western ideas, has in many instances shown himself to be a man worthy of his high position and of more intelligence than many of his rank. While the office he is now filling has been merely a sinecure under the direction of several of his predecessors run by their secretaries and underlings, since his advent here, in January last, things have taken a better turn. He does not allow grass to grow under his feet by trusting to his secretary what requires his personal attention. While he is an undoubted patriot, he is not in the least anti-foreign, as might be expected from a man who has received his education in Hongkong (sic). Men of his calibre should occupy the principal positions in the Empire.

THE LOST JUNK.

Particulars of this calamity have been received. The loss sustained by the eight Piece-Goods shops here amounted to over Tls. 100,000. Kwong Kae heading the list with Tls. 20,000. The rest of the loss, also some Tls. 100,000, falls on Hangchow. How many of the firms affected will find difficulty in making the two ends meet at the end of the year, the great settling day of China!

THE R. C. MISSION.

Since February last the Roman Catholic Mission (French) has been reinforced by three Sisters of St. Paul de Chartres. These ladies are learning the native language present in order to be more useful to the natives. I need not enlarge on the merits of these virtuous ladies as nurses to the sick. They are well known, everywhere. Since they came, they have already shown their readiness to attend at the bedside of the sick with the same self-denial characteristic of the members of their order. One of the ladies attends regularly at the French Hospital to assist the doctor in surgical operations and to dress the wounds of the patients. Soon after their arrival here, a few little houses were built on the Mission property to receive the sick and unrequited among those of the Roman faith. To whom belongs the credit of recommending these ladies here, I have little or no concern, but I am really convinced that missionary labour in China to be successful, if at all, must be carried on together with the art of healing the sick, and housing the homeless. It is next to useless to force the Gospel down a Chinaman's throat unless he is first convinced of the genuine intention of the foreigners in attending to his corporal need, preach what you may.

NAVAL FOOD.

(WRITTEN FOR THE "DAILY PRESS" BY "WAVING PLUME")

The extract by "Royal Navy" in the July *Fleet*, which we published in the *Daily Press* of August 10th, drew attention to the contrast between the actual food a man does get on board a man-of-war, and that which the recruiting posters lead him to suppose he will get upon joining the royal navy. Like so many of our official statements the naval food looks on paper a most excellent and generous allowance; but if a man were to consider a moment he would notice that the poster refers to quantity only; nothing is said about the quality. Within the last few years the question as to the rations supplied on board ship has been brought before Parliament with very little result because it is quite a different matter discussing naval rations theoretically in London with a full stomach to discussing the rations in remarkably solid fact on board a ship, say in Hongkong Harbour, with an empty one! The difference between theory and practice is frequently a very wide one. The theoretical ration as set forth on the recruiting poster gives no impression that a sailor is allowed so much to eat that he can as a rule make a little pocket money by "savings" with which he can purchase nice little extras to make the luxurious fare still more luxurious. By "savings" is meant that these parts of his rations which a man feels are superfluous and beyond his modest appetite may remain undrawn and a money credit allowed in lieu. Of course the recruit imagines that "savings" will be paid over to himself, and is much disappointed to find that the question of official generosity is a mere joke at his expense—just a quibble. So far from "savings" being paid to the man he finds he has got to produce pocket money to assist the "savings" in paying for these extras at the Canteen which are necessary for the making up of a square meal. There is no such thing really as official philanthropy either at the Admiralty or the War Office. The sole idea in publishing our regulation to do with the members of our Forces appears to be to so word them that at a casual glance they appear to the public as generous promises, whereas, if examined closely they will be found a cleverly veiled trick for putting the hand into our soldiers' and sailors' pockets. Read the published inducements to a man to join the Royal Navy. "He will receive an ample supply of provisions free—a free ration is given, including 1 lb of meat! &c.—For any portion not taken up 'savings' are paid with which rations can be bought at the Canteen." It almost sounds suspicious! And in years to come Great Britain on the strength of such a document will probably attribute her Naval success to the open handed magnanimity which she treated the Naval Stomach! As a matter of fact it makes a sailor positively sick to hear all the bombast of the "Roast beef of old England" being accountable for any of our National success. The man who doesn't have to fight may have plenty of the "solid beef and a Sir," but he takes particular care to see that the man who does have to fight gets but a very modest share of it. The Official mind argues thus: "What is the cheapest stuff we can lay our hands on, with which to feed our noble defenders?" The Official mind, elevated once per week by a visit to Church, considers it has providentially been furnished with a minimum dietary in the parable of the famous Prodigal son, "fain to fill his belly with the husks that the swine did eat." The Official mind, after a good square meal, argues that you may say what you like but anyhow the Prodigal Son managed to become famous somehow or other and did it on husks, mind you! Why not try something similar on the sailors? We mustn't call our special food 'husks' of course, or the Public will be on our track. Good idea! Give 'em husks and call it 'ample provision'! As an instance of this take the 'bread' question. There is absolutely no reason nowadays why bread—i.e. bread as we understand it—should not be made on board, or on short voyages, carried. Admiralty Officials when questioned why this cannot be done look very wise and say "Quite impracticable, my dear Sir!" We have evidence before us, however, that as far ago as 1891 it was done—unofficially of course—and that in a *Corvette* with about the minimum of facility. The truth is the Admiralty Official knows perfectly well that the sailor will not eat the biscuit supplied under the guise of 'Bread.' The biscuit is possibly the next hardest thing known after the diamond. But the Admiralty official also knows equally well that his little p. in the Advertisements about 'savings' would be lost if he supplied the sailor with something he could eat! Speaking generally, the biscuit brought on board is merely ornamental and is issued only when it becomes necessary to empty it overboard in a state of weevily activity! A man saves a few pence on the 'ample supply' of this provision which he cannot eat and has to spend a few shillings on supplying himself with something that he can eat. The article referred to concludes with these words:

"But are the official rations ample? In Quantity, Yes! Each ship has a 'bread' room in which is stored the ship's biscuit. No one wants it and there it remains to be carried round the world, the men taking a small money equivalent for it which goes to partly pay for bread bought from the Canteen which, whatever its quality, is at least eatable. Is that the end for which we maintain our Victualling Yards?"

In a Battleship some years ago was a Chaplain so clever as to be accounted amongst ordinary men a mere fool. Having read some rubbish about edible fungus, he stepped on shore and picked up some most unvarnished examples of the food-stuff variety. These he handed to the ship's cook to replace the ordinary Officers' dinner. Like the Admiralty Biscuit

no one would swallow this luxury. Fortunately, however, unlike the Biscuit supplier, the supplier of this dainty, being present in person, the Officers considered it only just that he should be forced to make a meal off his own patent food. The result was instantaneous! Edible fungus was never introduced into the Navy again! The supply proved more than ample for the demand! And further it is reported that the reverend gentleman never even thought of fungus again without shuddering from head to foot. Habits and customs in eating change. The tribes inhabiting the shores of Terra del Fuego are contented with a diet of worms or any other creeping things found locally; the ostrich may thrive on a meal of brass candlesticks and water-bellies; and the goat looks upon a local newspaper as quite a banquet for mind and body. The sailor, however, is only a mere man and his digestive organs should be considered from this point of view. If he asks for bread, it is a shame to give him a stone.

HAMBURG.

(FROM OUR CORRESPONDENT)

SHIPPING STATISTICS.

The returns of the statistical bureau of the State of Hamburg for the first six months of the present year testify to the steady growth of the shipping trade of the port, the incoming and outgoing tonnage of sea-going craft having for the first time exceeded 5 million tons, net either way. 14,342 vessels of together 1,196,322 tons compared with 14,261 of 9,572,800 tons in the corresponding period of last year, showing an increase of 81 vessels and 617,522 tons. The increase has, however, been entirely in steam ships, whilst there is a reduction in the number of sailing vessels, the figures being respectively:

9,669 steamers of 9,185,942 tons, against 9,499 of 8,604,235 tons; 4,773 sailing vessels of 1,008,856 tons against 4,775 of 1,018,563 tons. The number of vessels reported as coming from or bound to European ports amounted to 12,727 against 12,763 in the first half of last year, of which 1,750 arrived in ballast against 2,336 in 1904, whilst 2,137 against 1,742 left without a cargo.

1,615 vessels against 1,498 have been entered to and from Atlantic ports of which 76 and 40 respectively were in ballast. It appears that exports to the United States during the fiscal year ending June 1st have reached nearly 450 million marks in value as compared with about 446 millions in the previous one, representing an increase of about 50 million marks.

THE ELBE.

The long continuance of dry weather, although occasionally broken by terrific thunderstorms in the interior, is threatening to interfere again with the navigation on the river Elbe; freights are rising and several important consignments of sugar from Bohemia which, under ordinary circumstances, would have gone the whole way by water, have, for fear of delays occurring through the shallowness of the upper part of the river, been sent to Dresden by rail, there to be transferred to lighters. It is hoped that the traffic may not again be suspended as it was during the summer months of last year and that we may see a speedy change in the weather.

KIEL REGATTA.

The famous regatta week at Kiel has come to a close; the want of success of the Imperial yacht *Meteor* with her English crew and skipper, Parker, has been generally remarked upon, whilst the prizes carried off by the *Hamburg*, manned by Germans, has filled every patriot's heart here with pride, as Mr. Parker is generally admitted to be one of the smartest and most experienced of yachtsmen. It is urgently demanded, that since the German racing crews have proved themselves equal to their British rivals, German yachts should henceforth be manned by Germans under German captains.

ROWING.

The annual regatta of rowing boats on the Alster will take place on Saturday and Sunday next, the 15th and 16th inst. An American team is expected for the first time this year, but I do not learn that any English crew has entered for the races.

EMPEROR OF CHINA AND PRESIDENT ROOSEVELT.

A REMARKABLE LETTER.

The Emperor of China is reported to have sent an autograph letter to President Roosevelt a few days ago through the U.S. Minister at Peking. The Emperor thanks the President for his initiative in arranging the peace negotiations between Japan and Russia, which, the letter says, will not only bring to an end the dispute between the two countries, but will assure the peace of the world. His Majesty refers to the close relations of China with the present war, and thinks that important conditions concerning China may be included in the peace protocols which will be signed between Japan and Russia, in which case the Emperor hopes that President Roosevelt will not under the guidance of truth and justice and will protect the sovereign rights of China over the territory now being trespassed upon by the belligerents.

THE WAR AND THE POOR.

ALLEGATIONS AGAINST TOKYO LANDOWNERS. The *Japan Chronicle* says:—The heavy war tax imposed on city residential land has caused landowners in the city of Tokyo to raise ground rents, and in turn house owners have increased house rents. This has caused much dissatisfaction among the poor, and agitators are now being organized by tens of thousands and houses against the action of the landowners. According to a Tokyo information, the tenants allege that the owners of land are compelling their tenants to pay the increased land tax and even more in some cases, so that the burden of the landowners is in no way increased by the war. In some instances they are believed to be actually making a profit.

THE SEIZURE OF BRITISH VESSELS.

In the House of Commons on July 13th, Lord Muskerry asked whether, in regard to the claims of compensation lodged by His Majesty's Government for the seizure, detention and destruction of British merchant vessels by Russian men-of-war, the claims of the captains, officers, and crews of those merchant vessels for personal suffering and loss had been included; and whether, considering the length of time which had elapsed since several British vessels were seized or sunk, there was a probability of an early settlement of these claims being effected. The Marquis of Lansdowne:—I am able to inform the noble lord that in nearly all, at any rate, of the cases in which claims have been put forward for compensation on account of the seizure, detention, and destruction of British merchant vessels by Russian men-of-war an amount has been included for the claims of the captains, officers, and crews of those vessels. That is certainly true of those cases which have attracted most public attention. For example, in the case of the *Knight Commander* a claim has been made for the loss of the effects of the captain, officers, and crew, and for compensation. In the case of the *Albatross* a considerable sum has been claimed for the same purpose. So also in the case of the *Arcton*, which was only detained for eight days. Even in that case a sum has been asked for on account of certain men who were compulsorily paid off at Suva. In the case of the *Albatross* we believe that the long sum claimed by the Captain and the *Albatross* Shipping Company is intended to cover all claims of the kind to which the noble lord refers. In the case of the *Catchus* we have only just received the judgment of the Prize Court, and the claim has not yet been made out. In the case of the *Albatross* the claims of the crew have been put forward by the Sailors' and Firemen's Union, and an inquiry is being made into their claims. Then the noble lord calls attention to the length of time that has elapsed since the British vessels were seized, and asks whether there is a probability of an early settlement of the claims being effected. Well, the settlement of these claims is necessarily a matter which takes a considerable time, in the first place, because it is essential that in these cases the claimants should exhaust their legal remedies, and that I need not remind the noble lord, means that they have to appeal first to the Prize Court, and then to the Supreme Court, which here cases are appealed from the Court below. As in most of these cases the seizure took place in the China Seas, and as the Prize Court is held at Wladivostok, there has obviously been a very considerable amount of delay from that reason. Besides that, it is essential that in all these cases before a claim is put forward by His Majesty's Government, the particulars of the claim should be carefully considered and sifted, and I am told that even in the cases where claims have been put forward before the Prize Court in this country, there has been a similar amount of delay. But it is not the case that nothing has been accomplished in the way of settlement of these claims. For example, in the case of the *Catchus*, the Russian Government have already paid the value of the *Albatross* on board. In the case of the *Franky* the owners have received the greater part of their claim. In the case of the *Elrick* there has been payment in full and the case is closed. In the case of the *Foxton* 80 per cent. of the amount claimed has been paid, and we understand that the owner is satisfied. If there are any other cases in regard to which the noble lord desires information, I need not say that I shall be glad to give it to him.

In reply to Viscount Sidmouth, the Marquis of Lansdowne said it was the case that some of these seizures were made by vessels belonging to the Russian Volunteer fleet, and represented a claim made to the Russian Government on the subject. The Earl of Camperdown called attention to the destruction of a British vessel by the cruiser *Dnieper* after the battle of Tsushima and asked whether the noble marquis could give information as to any proceedings that had taken place in regard to the matter. The Marquis of Lansdowne asked for notice of the question.

THE BOYCOTT USELESS.

The *Japan Chronicle* remarks:—That the boycott will injure other classes of the Chinese than those to whom it is desired to assist is evident. The Chinese do not buy American goods from altruistic motives, or because they wish well to American citizens. They purchase American goods because they are cheaper than those of other countries, or are of superior quality, or can be landed in less time, or, in short, because there is some advantage, or assumed advantage, about them—does not matter what it is—which gives them the favor in the eyes of the buyer. In refusing to purchase such goods, therefore, they are injuring themselves possibly as much as they are injuring their producers. And we doubt very much whether the United States, with a total foreign trade of close on fifteen hundred million dollars, will be influenced in her policies by the loss of trade valued at twelve and a half millions.

TREASURE SHIP OF THE SPANISH ARMADA.

James Gush, a famous West of Scotland diver, began work last month at the supposed treasure ship of the "Florencia," which was cast away on the coast of Scotland while trying to make its way back to Spain after the Armada's defeat, three hundred years ago. Within a few hours he had sufficient proofs in the form of sword blades to show that the divers were in close proximity to the treasure ship. Later on he discovered what he believes to be the crumpled rotted frame of the "Florencia." It was half buried in the mud, but judging from the pieces of wood and brass collected it was probable the main portion of the wreck, after having blown up and sunk, was scattered about the sea floor by the tides through three centuries.

The Duke of Argyll is carrying on the search for the treasure ship, just as preceding Dukes of Argyll have done ever since 1642. The present Duke has the advantage of modern diving apparatus. Should he find the "Florencia's" treasure, the major part of it will be given by the Crown under the law of treasure trove.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 13th at 12.10 p.m. The barometer has fallen slightly in Luzon, and risen a little on the S. coast of China. The low pressure area in the Pacific is, apparently, still lying to the E. of Luzon. Pressure is relatively high over S. China. Moderate to fresh N. and N.E. winds may be expected over the N. part of the China Sea. Forecast—Light N.E. winds; fair. Returns from N. China and the Japanese stations are lacking.

THE "LONG HING" PHOTO COMPETITION FOR AMATEURS.

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17 QUEEN'S ROAD, CENTRAL, HONGKONG.

THE SINKING OF MERCHANT VESSELS.

INTEREST OF SHIP AND CARGO OWNER.

Sir William Geary writes to the *Morning Leader* an interesting disquisition in brief on the sinking of prizes, with special reference to the case of the "St. Kilda." Sir William is a barrister, and for two years was Attorney-General at Accra, on the Gold Coast. He has written several works on legal subjects, and is an authority on the question, treated in his letter to the *Morning Leader*, which we reproduce as follows:—

As it is a matter of importance to the shipowner, cargo-owner, or insurer whether a prize is a sink or not provided there is adequate compensation? Either the merchant vessel is "good prize" or not.

If the merchant vessel is not "good prize" (good in law) it is immaterial to those interested in her whether she is sunk at sea or condemned by a prize court—It is only the seagoing belligerent who is damaged by not being able to utilize a good prize.

If the merchant vessel is not "good prize" then full compensation is due to everyone interested in the vessel, and it is the business of the diplomatists of the neutral and belligerent country to arrange that compensation. But here again it is the belligerent who is damaged, because he is unable to reduce the compensation by retaking the seized vessel.

As to ascertaining whether a merchant vessel is good prize or not, there is no advantage to those interested in the vessel in her being brought before a prize court, whereby litigation is forced upon them. The decision of a prize court is not conclusive, either on law or facts, except as against the belligerent country and in favor of the seized vessel. If a neutral vessel is seized and brought before the prize court the usage of international law is that those interested in the vessel must first appear and argue before the prize court, previous to which diplomacy will not intervene. But if, after such argument, the vessel is condemned by the prize court this decision is in no wise conclusive, and it is open to the neutral country to which the condemned vessel belongs to protest and claim against the belligerent for compensation for the seized vessel.

If the seized vessel is sunk at sea it can hardly be the ship's papers conclusively show it was carrying contraband and it will be very difficult for the belligerent to prove it is good prize, the burden of proof being on the belligerent, and therefore those interested in the ship are in no wise damaged by its being sunk, rather the reverse.

No loss of life has occurred in the sinking of these prizes by Russian cruisers; the officers and crew have been fairly treated. There is no sentimental interest of national honor involved in the ordinary tramp for a great commercial enterprise, which can be properly compensated for by money, and the question of damages is eminently one for arbitration. The shipbuilders, on the other hand, will be benefited. There will be the more demand for tonnage for every ship sunk.

As a postscript Sir William says:—If the ship and cargo are insured against capture then a certain risk has been foreseen and voluntarily undertaken.

THE SPINNING INDUSTRY.

TRAINING OF JAPANESE OPERATIVES.

Within the past few years there has been a remarkable development in the spinning industry of Japan, but the skill of both engineer and operative still leaves much to be desired, the productive power of the mills in regard to quality being far behind the standard of European and America. If this state of things is allowed to continue it will be impossible for Japan to compete in China and Korea with the product of Europe and America. Japanese spinners are quite alive to their position, and it was recently agreed, among the spinning companies, to engage a skilled and practical instructor from England, whose business it would be to travel through Japan visiting each mill in succession and train engineers and operatives. At the present time the superintendent engineer of an English firm is in Japan inspecting the spinning mills, and Japanese spinners propose to ask this gentleman to engage a suitable engineer. The spinners propose to pay a salary of Y. 3,000 a month with house free. In commenting upon this later provision, the *Asahi* sarcastically observes that when an instructor is engaged on the liberal salary of Y. 3,000 it may be fully expected that the engineers and operatives trained by him will effect a wonderful improvement in the spinning industry.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Freussen*, carrying the German mails with dates from Berlin of the 18th July, left Singapore on Friday at 6 p.m., and may be expected here on Wednesday, the 16th inst. at 6 a.m.

The C.P.R. str. *Empress of India* arrived at Shanghai at 8 a.m. on Saturday, the 12th Aug., and left again at 8 p.m. same day for Hongkong, and is due here at 11 a.m. to-morrow.

The C.P.R. str. *Empress of China* left Yokohama for Vancouver on Friday, the 11th inst., p.m.

The Silk ex C.P.R. *Empress of Japan*, which left Hongkong on the 12th July and Yokohama on the 22nd July, arrived in New York on Wednesday, the 9th Aug., thus making a transit of 28 days from Hongkong and 18 days from Yokohama.

The str. *Zafra* left Manila on Friday, the 11th inst., and is due here to-day at daylight. The P. & O. str. *Ceylon* left Singapore for this port on the 11th inst. at 6 a.m.

The J.C.-J. L. str. *Typhoon* left Macassar for this port on the 11th inst., and may be expected here on the 19th inst.



CLARETS.

| | 1 doz. | 2 doz. | 4 doz. |
|----------------|--------|--------|--------|
| VIN ORDINAIRE | \$4.75 | \$5.75 | \$8.75 |
| COTES | 5.25 | 6.25 | 9.25 |
| MEDOC | 5.75 | 6.75 | 9.75 |
| ST. EMILION | 6.75 | 7.75 | 10.75 |
| MARGAUX | 7.00 | 8.00 | 11.00 |
| ST. JULIEN | 8.00 | 9.00 | 12.00 |
| ST. ESTEPHE | 10.50 | 11.50 | 14.50 |
| CH. ST. MICHEL | 12.50 | 13.50 | 16.50 |
| CH. LEOVILLE | 13.00 | 14.00 | 17.00 |
| CH. LAROSE | 13.00 | 14.00 | 17.00 |

AMERICAN

| | | | |
|------------|--------|--------|--------|
| CALIFORNIA | \$4.75 | \$5.75 | \$8.75 |
| ZINFANDEL | 5.75 | 6.75 | 9.75 |

SPANISH

| | | | |
|------------|--------|--------|--------|
| VALDEPENAS | \$4.75 | \$5.75 | \$8.75 |
|------------|--------|--------|--------|

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12, QUEEN'S ROAD CENTRAL

40

THE ROBINSON PIANO CO., LIMITED.

PIANOFORTE MANUFACTURERS TUNERS. POLISHERS AND REPAIRERS.

BEG TO CALL ATTENTION TO THEIR EXTENSIVE STOCK OF HIGH-CLASS INSTRUMENTS,

BOTH OF THEIR "OWN MAKE" AND THE

LEADING BRITISH, CONTINENTAL

AND AMERICAN HOUSES,

AT

PRICES WHICH DEFY COMPETITION.

MUSIC AND MUSICAL INSTRUMENTS

OF EVERY DESCRIPTION.

CASH OR HIRE PURCHASE

SYSTEM.

Hongkong, 20th July, 1905 [1363

DR. NEWELL WILSON,

DENTIST.

Latest American Methods. Reasonable Fees.

No charge for examinations. Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel)

Hongkong, 5th 1905. 1370

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

IMMEDIATELY wurde bei der Firma **KAISERLICH DEUTSCHES KONSULAT** in Canton, den 9. August 1905.

NOTICE.

FRIDAY, the 18th August, being the 75th Birthday of His Majesty the Emperor of Austria and King of Hungary **FRANCIS JOSEPH I** the Acting Consul for Austria-Hungary **Mr. N. POST** will be pleased to welcome at the I. and R. Consulate, Prince's Building, Ice House Street, between 11 and 12 a.m. the members of the Austro-Hungarian Community and between 12 and 1 p.m. his foreign Colleagues, as well as the other officials and persons who will be kind enough to call on this occasion.

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, for account of the concerned, **TO-MORROW (TUESDAY)**, the 15th August, 1905, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road (Corner of Ice House Street),

SUNDREY HOUSEHOLD FURNITURE, comprising—**ROBE, WHITE, WARD-ROBES, CHAIRS, DRESSING TABLE, DOUBLE BED STEADS, BRASS MOUNTED MARBLE-TOP WASH-STAND, JAPANESE SCREENS, BLANKETS, WOODFIGURES, SEWING MACHINE and SUNDRIES;**

And One FINE TIENSTIN CARPET 36 by 14, almost new.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

FITZ GERALD BROS. GREAT CIRCUS COMBINATION

IS NOW FITTED UP, AND WILL BE OPEN TO-NIGHT (MONDAY) TO-NIGHT, AUG. 14, AND EVERY EVENING, TILL FURTHER NOTICE.

Doors Open at 8.15 p.m., Performances begin at 9.15 p.m., open air Concert by Orchestra at 8.15 p.m.

LOCATION: CAUSEWAY BAY. Notice.—The management regret having had to discontinue their previous arrangement, but circumstances beyond their control rendered it impossible to fit up sufficiently to do justice to the Company and give satisfaction to the Public. Rather than give an incomplete Show, the performance was reluctantly abandoned.

ALL BOOKED SEATS are available for TO-NIGHT (MONDAY), or FOR ANY OTHER EVENING, on notifying the Box Office at ROBINSON PIANO CO.

OUR STAR-ATTRACTIONS.—

- 1.—THE GREAT HERBERT TROUPE OF AERIAL TRAPEZE GYM-NASTS.
- 2.—THE LION PRINCE RIDING ON ELEPHANT.
- 3.—THE TIGER KID RISING A PONY.
- 4.—THE ELEPHANT LIZZIE AND PONY OSCAR.

These Animals are from Carl Hagenbeck's great Zoological School, Hamburg, and are trained and introduced by the Prince of Pomperny, Herr Ernest Zapp. These Acts take place in a specially constructed ring 40 feet in diameter, caged in with steel bars 15 feet high.

5.—THE SIX CHARMING YOUNG AUSTRALIAN BALDERMAS in their two great successes.

6.—"The Bismarck Grandchildren."

7.—"The Bismarck Grandchildren."

8.—"The Bismarck Grandchildren."

9.—"The Bismarck Grandchildren."

10.—"The Bismarck Grandchildren."

11.—"The Bismarck Grandchildren."

12.—"The Bismarck Grandchildren."

13.—"The Bismarck Grandchildren."

14.—"The Bismarck Grandchildren."

15.—"The Bismarck Grandchildren."

16.—"The Bismarck Grandchildren."

17.—"The Bismarck Grandchildren."

18.—"The Bismarck Grandchildren."

19.—"The Bismarck Grandchildren."

20.—"The Bismarck Grandchildren."

INTIMATIONS.

NOTICE OF REMOVAL.

WE have this day REMOVED to our new premises, Corner of Chater Road and Pender Street, OPPOSITE HONGKONG HOTEL.

KRUSE & CO.

Hongkong, 8th August, 1905. [1850]

SOMETHING NEW.

A FRESH CONSIGNMENT OF INVALID BOYAL IN PORCELAIN JARS with NICKEL CUPS. The most perfect form of concentrated nourishment at present known. Delicious as a Sandwich Paste.

BEST INDIAN CHUTNEYS of a well-known make of different varieties. Quality will speak for itself.

A trial solicited.

H. RUTTONJEE, [1869]

Hongkong, 11th August, 1905.

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE CONCERT.

on the

VOLUNTEER PARADE GROUND

(Near Tramway Station),

on

SATURDAY, AUGUST 19TH,

at 9.15 p.m.

Tickets \$2, and \$1, can be obtained at the Volunteer Head Quarters, near the Hongkong Club.

Hongkong, 10th August, 1905. [1866]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1906, 1907, 1908.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before 20th October, 1905, for the following Revenue Farms, for the year 1906, or for the three years 1906-1907 and 1908:

OPPIO FARM.

SPIRIT LICENSE FARM.

PAWNBROKING FARM.

CUSTOMS FARM (North Borneo only).

GAMBLING RESTRICTION FARM (North Borneo only).

For Particulars apply to

GIBB, LIVINGSTON & CO.

Agents British North Borneo Co., Hongkong.

Hongkong, 24th July, 1905. [1735]

IN THE SUPREME COURT OF HONGKONG.

In the Goods of **JAMES McLAHLAN**, late of Victoria, in the Colony of Hongkong, Consulting Engineer, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting to the 7th day of October, 1905, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the undersigned before the said date; and Debtors to the Estate are requested to pay the sums due by them to the undersigned without delay.

ARATHOON SETH, Official Administrator.

Dated this 7th day of July, 1905. [1636]

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 a.m., on the 16th August, 1905.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

F. H. HAYNES, Colonel, A.P.D., H.M. Treasury Chest Officer.

His Majesty's Treasury Office, Fletcher Street, Hongkong, 12th August, 1905. [1876]

SANTARY BOARD OFFICE.

Hongkong.

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria and the Eastern Division of Kowloon occupied by more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of July and August.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase—all outside partitions—stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street; Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the northern boundary of Kowloon.

W. BOWEN-BOWLANDS, Assistant Secretary.

Dated this 31st day of July, 1905. [1857]

AUCTIONS

PUBLIC AUCTION.

THE Underigned have received instructions from the Official Receiver, to sell by Public Auction, **TO-MORROW (TUESDAY)**, the 15th August, 1905, at Noon, at CAUSEWAY BAY, The Steam Launch

formerly known as

"**COURIER**."

PARTICULARS:

Length Between Perpendiculars 53 ft 8 in.

Breadth Extreme 11 ft.

Depth Moulded 5 ft 3 in.

Gross Tonnage 22 tons.

Net Tonnage 10 tons.

Working Pressure 100 lbs.

Boiler—Steel 4 ft 6 in. Diameter, 6 ft 5 in. long.

Engines—Compound, Non-condensing.

Cylinders—H. P. 7 1/2, L. P. 12, Stroke 9".

A Steam Launch will leave BLAKE PIKE at 11.30 a.m. to convey intending purchasers.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 11th August, 1905. [1870]

(BY ORDER OF THE MORTGAGEE) PARTICULARS OF SALE

VALUABLE LEASEHOLD PROPERTY, Situate in the Colony of Hongkong and known as No. 4 ALVESTON TERRACE, erected on the remaining portion of Section A of Island Lot No. 1086 and the remaining portion of Island Lot No. 1086.

TO BE SOLD BY PUBLIC AUCTION on **TUESDAY**, the 15th day of August, 1905, at 3 p.m., at the premises, by

Mr. Geo. P. LAMBERT, Auctioneer.

BEING all those, the pieces or parcels of ground situate at Victoria, in the Colony of Hongkong, known and registered in the Land Office as the remaining portion of Section A of Island Lot No. 1086, and the remaining portion of Island Lot No. 1086, containing 2,797 square feet or thereabouts, together with the message or tenement thereon known as No. 4, Alveston Terrace, Victoria, Hongkong. The said premises are held for the residue of the term of 99 years therein created by the Crown Lands Office subject to payment of the due proportion of the annual Crown rent, and to the performance of the covenants therein reserved and contained.

For further particulars, apply to

F. K. PALMADA & CASTRO, Solicitors for the Vendor,

or to

Geo. P. LAMBERT, Auctioneer.

Hongkong, 31st July, 1905. [1792]

PUBLIC AUCTION.

THE Underigned have received instructions from **LIEUT. COLONEL J. W. BUNNY**, to sell by Public Auction, **ON WEDNESDAY**, the 16th August, 1905, at 11 a.m., at the Army Service Corps Barracks, ARSENAL, The Steam Launch

"**ALEXANDRA**."

Build of 65 feet.

Length 11 feet.

Engine ... Compound, Non-Condensing.

Cylinders ... H. P. 7 1/2, L. P. 12.

Strokes 9 inches.

Boiler 4 ft 2 1/2 by 4 ft 1 1/2.

Steam Pressure 100 lbs.

Speed 6 Knots.

Coal Consumption per hour, 200 lbs. under steam.

Engine and Boiler built by Hongkong and Whampoa Dock Company.

Inspection can be made any week-day between 9 a.m. to 4 p.m., and 9 a.m. to 1 p.m. on Saturday.

Inspection Order can be had on application to the undersigned.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 11th August, 1905. [1871]

INSURANCES

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Underigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. 13

Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.

Hongkong, 31st April, 1897. [181]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1904, £1,161,239.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,750,000

PAID-UP CAPITAL, 437,500 0 0

II. FUND FUNDS, 3,001,266 12 9

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 30th June, 1905. [1567]

DAVID CORSAK & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBBERG & CO. Sole Agents.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 19 CARTRIDGES

FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [52]

PUBLIC COMPANIES

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, **TO-MORROW (TUESDAY)**, the 15th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th AUGUST, both days inclusive.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 24th July, 1905. [1787]

TEBRAU PLANTING COMPANY, LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company will be held in the Registered Office of the Company, Alexandra Buildings, on **FRIDAY**, 18th August, 1905, at Noon, for the purpose of considering and, if thought fit, passing the following resolution, that is to say:—

"That the Company be wound up voluntarily and that the General Managers be and they are hereby appointed Liquidators for the purpose of such winding up."

In the event of the above resolution being passed by the requisite majority it will be submitted for confirmation to a Second Extraordinary General Meeting to be subsequently convened.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 9th August, 1905. [1893]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on **SATURDAY**, the 19th day of August, at Noon, for the purpose of receiving the Report of the Account of Directors together with a statement of Accounts to 30th June, 1905.

By Order of the Board of Directors.

J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1905. [1892]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Registers of Shares of the Corporation will be CLOSED from **SATURDAY**, the 19th day of August, to the nineteenth day of August, both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.

J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1905. [1893]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS of the COMPANY, Queen's Buildings, Connaught Road, on **MONDAY**, 21st August, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st August, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 28th July, 1905. [1774]

CHINA SUGAR REFINING CO. LD.

NOTICE.

IN accordance with the provisions of No. 13 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 10% for the half year ending 30th June, 1905, on the Paid-Up Capital.

DIVIDEND WARRANTS payable on **FRIDAY**, the 18th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 18th August, both days inclusive.

JADINE, MATHESON & CO., General Agents.

Hongkong, 1st August, 1905. [1804]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 4005 issued in Hongkong on 23rd September, 1901, for 50 Shares of the Bank numbered 3627/3637 in the name of ANTONIO OSORIO, of Manila, has been LOST

SHIPPING.

ARRIVALS.
 EASTERN, British str., 3,306 G. H. Powell, 12th Aug., from London and Manila 10th Aug., General.—Gibb, Livingston & Co.
 HATIAN, British str., 1,108, J. S. Roach, 13th Aug., from Coast Ports and Swatow 12th Aug., General.—Douglas LaPraik & Co.
 HERCULES, Norwegian str., 2,444, G. Bjerk, 12th Aug., from Kuchino 6th Aug., Coal.—Mitsui Bussan Kaisha.
 HERMAN, British str., 1,604, W. Hanson, 11th Aug., from Chetoo 6th Aug., General.—Chinese.
 HUI, French str., 705, Godinot, 12th Aug., from Kwangchow 12th Aug., General.—A. R. Marty.
 ICHANG, British str., 1,228, Wm. Lloyd Jones, 12th Aug., from Swatow 11th Aug., General.—Butterfield & Swire.
 KWONGSANG, British str., 1,428, W. P. Baker, 12th Aug., from Shanghai 8th Aug., and Swatow 11th Aug., General.—Jardine, Matheson & Co.
 KUTMA, British str., 3,106, R. D. Bradley, 13th Aug., from Shanghai 10th Aug., General.—Jardine, Matheson & Co.
 LYDIA, German str., 1,771, C. Meyer, 12th Aug., from Wuhu and Chinkiang 7th Aug., General.—Siemens & Co.
 PHOENIX, Norwegian str., 838, K. Larsen, 12th Aug., from Hailow 11th Aug., General.—A. R. Marty.
 SOIRANG, British str., 1,776, F. Wheeler, 12th Aug., from Calcutta 6th Aug., Coal.—Jardine, Matheson & Co.
 THINAI, British str., 1,450, G. Lindberg, 12th Aug., from Kuchino 7th Aug., General.—Butterfield & Swire.
 ULLUDA, Norwegian str., 2,097, L. Christensen, 12th Aug., from Moji 6th Aug., Coal.—Mitsui Bussan Kaisha.
 ZOROSTER, British str., 2,383, John Ewan, 12th Aug., from Moji 6th Aug., Coal.—Bradley & Co.

DEPARTURES.

12th August.
 AMIGO, German str., for Haiphong.
 ARABIA, German str., for Portland.
 OHAWATI, German str., for Bangkok.
 COKOMANDI, British str., for Europe.
 CHERRY, British str., for Shanghai.
 HANGKANG, British str., for Shanghai.
 INDRAMATI, British str., for Shanghai.
 INDRAMATI, British str., for Manila.
 J. DIETRICHSEN, German str., for Pakhoi.
 KONGHONG, German str., for Haiphong.
 LOONONG, German str., for Shanghai.
 MCKENZIE, British str., for Nagsaki.
 OSCAR II, Norwegian str., for Moji.
 RUMI, British str., for Manila.
 RUBENS, British str., for Palo Fante.
 YOUNG, British str., for Shanghai.
 13th August.
 CARL DIETRICHSEN, German str., for Haiphong.
 DAINI MARU, Jap. str., for Tamsui.
 HACHING, British str., for Coast Ports.
 HAINAN, French str., for Hailow.
 HUI, Chinese str., for Shanghai.
 INDRAMATI, British str., for Chetoo.
 KALON, British str., for Hongkong.
 SHANTUNG, British str., for Sourabaya.

SHIPPING REPORTS.

The British str. *Enderby* reports: Experienced reasonable weather throughout.
 The British str. *Attila* reports: Moderate to light N.W. breeze, smooth seas and fine weather.
 The British str. *Xingyong* reports: From Shanghai to Hailow encountered a high swell thence to port fine weather.
 The Norwegian str. *Tilda* reports: Very heavy weather experienced from Japan towards Formosa. Typhoon going over south part of Japan.
 The British str. *Zoraster* reports: Monday, 7th Aug., 8 p.m. to Tuesday, 8th Aug., noon, between lat. 21.51 N., long. 127.26 E. and lat. 22.57 N., long. 124.39 E., passed across N.W. edge of typhoon. Wind veering from E.S.E. to N.W. with high clouds.
 The British str. *Jama* reports: After leaving port on the afternoon of the 7th the weather was calm with slight noticeable change. On the morning of the 8th experienced typhoon, which lasted all day, after which weather moderated and continued fine and dull with slight S.W. winds to port.

VESSELS IN DOCK.

12th August.
 ABERDEEN DOCK.—
 Kowloon Dock.—*Foschen, Tak Mi, Hans Wagner, Vigilante, Janschen, Wik, Thyra, Zuccato, Nord, Wengshai.*
 COSMOPOLITAN DOCK.—*Battenhall.*

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE Steamship
 "SCANDIA."
 Captain von Doehren, will be despatched for the above ports TO-DAY, 14th inst., at 5 p.m.
 This steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardess.
 For Freight and Passage apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 9th August, 1905. [1884]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship

"PALMCOOTA."
 Captain E. H. Garland, will be despatched as above TO-MORROW, 15th inst., at DAYLIGHT.
 For Freight or Passage apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 8th August, 1905. [1884]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAI TAN."
 Captain Roach, will be despatched for the above ports TO-MORROW, 15th inst., at 10 a.m.
 For Freight or Passage, apply to
 DOUGLAS LA PRAIK & CO.,
 General Managers.
 Hongkong, 12th August, 1905. [1878]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "ARRATON APCAR."
 Captain E. Fey, will be despatched for the above ports TO-MORROW, 15th inst., at 3 p.m.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents.
 Hongkong, 9th August, 1905. [1885]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|-------------|-------|-------------------------|-----------------------------|----------------------------|
| LONDON, &c. VIA PORTS OF CALL. | MALTA | Brit. str. | — | R. A. Peters | P. & O. S. N. Co. | On 26th inst., at Noon. |
| LONDON, AMSTERDAM & ANTWERP. | LOMBARDUS | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | To-morrow. |
| LONDON, AMSTERDAM & ANTWERP. | PAELING | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 29th inst. |
| LONDON, AMSTERDAM & ANTWERP. | ACHILLES | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 12th Sept. |
| LONDON, AMSTERDAM & ANTWERP. | ANTENOR | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 26th Sept. |
| BRISBANE VIA PORTS OF CALL. | SYDNEY | Brit. str. | — | E. P. Martin, R.N.R. | P. & O. S. N. Co. | About 18th inst. |
| HAYRE & HAMBURG VIA STRAITS, &c. | ESLARE | Ger. str. | — | Wallace | ESLARE'S MARITIMES | On 22nd inst., at 1 p.m. |
| HAYRE & HAMBURG VIA STRAITS, &c. | PRINZ HEINRICH | Ger. str. | — | Grosch | GIBB, LIVINGSTON & CO. | About 27th inst. |
| HAYRE & HAMBURG VIA STRAITS, &c. | SPEZIA | Ger. str. | k. w. | Ehlers | HAMBURG-AMERIKA LINIE | On 17th inst., at Noon. |
| HAYRE & HAMBURG VIA STRAITS, &c. | LIBERIA | Ger. str. | k. w. | Sanders | HAMBURG-AMERIKA LINIE | On 20th inst. |
| HAYRE & HAMBURG VIA STRAITS, &c. | RIENANZIA | Ger. str. | k. w. | Förck | HAMBURG-AMERIKA LINIE | On 7th Sept. |
| HAYRE & HAMBURG VIA STRAITS, &c. | SCANDIA | Ger. str. | k. w. | v. Doehren | HAMBURG-AMERIKA LINIE | On 8th Sept. |
| HAYRE & HAMBURG VIA STRAITS, &c. | SILVANIA | Ger. str. | k. w. | Baldo | HAMBURG-AMERIKA LINIE | On 20th Sept. |
| HAYRE & HAMBURG VIA STRAITS, &c. | SLAVONIA | Ger. str. | k. w. | Mal en | HAMBURG-AMERIKA LINIE | On 4th Oct. |
| TRIESTE, &c. VIA SINGAPORE, &c. | AUSTRIA | Aus. str. | — | Colledani | SANDER, WIELER & CO. | On 18th Oct. |
| GENOA, MARSEILLES & LIVERPOOL. | STENROSE | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 22nd inst., P.M. |
| GENOA, MARSEILLES & LIVERPOOL. | YANGTZE | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 20th inst. |
| NEW YORK VIA PORTS & SUEZ CANAL. | ST. HUGO | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 20th Sept. |
| NEW YORK VIA PORTS & SUEZ CANAL. | ALBENGA | Ger. str. | — | Petersen | DODWELL & CO., LD. | About 15th inst. |
| NEW YORK VIA PORTS & SUEZ CANAL. | SIBERIA | Brit. str. | — | — | CARLOWITZ & CO. | About end Aug. |
| NEW YORK VIA PORTS & SUEZ CANAL. | VANDALLA | Ger. str. | k. w. | Hasso | SHEWAN, TOMES & CO. | On 20th Sept. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | EMPEROR OF INDIA | Brit. str. | 2 m. | E. Beetham, R.N.R. | HAMBURG-AMERIKA LINIE | Quick despatch. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | TARTAR | Brit. str. | 1 m. | W. Davidson, R.N.R. | CANADIAN PACIFIC R. Co. | On 23rd inst. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN. | HYADES | Am. str. | — | Wright | CANADIAN PACIFIC R. Co. | On 13th Sept. |
| VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN. | JASON | Brit. str. | 1 m. | — | DODWELL & CO., LIMITED. | About 22nd inst. |
| PORTLAND, OREGON VIA SHANGHAI, &c. | ARAGONIA | Ger. str. | — | Schuldt | BUTTERFIELD & SWIRE | On 3rd Sept. |
| AUSTRALIAN PORTS VIA MANILA, &c. | PRINZ SIGISMUND | Ger. str. | 1 m. | — | PORTLAND & ASIATIC S.S. Co. | On 1st Sept., at Daylight. |
| AUSTRALIAN PORTS VIA NEW GUINEA. | EASTERN | Brit. str. | — | — | BUTTERFIELD & SWIRE | To-day. |
| AUSTRALIAN PORTS | SCANDIA | Ger. str. | k. w. | Ellis | MELCHERS & CO. | On 22nd inst., at Noon. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE. | CEYLON | Brit. str. | — | von Doehren | GIBB, LIVINGSTON & CO. | On 6th Sept., at Noon. |
| NAGASAKI, KOBE & YOKOHAMA. | BAROTSE | Brit. str. | — | C. P. Lockstone, R.N.R. | HAMBURG-AMERIKA LINIE | To-day, at 5 p.m. |
| MOJI & KOBE DIRECT. | PEKIN | Brit. str. | — | A. Leo | P. & O. S. N. Co. | About 18th inst. |
| JAPAN VIA SHANGHAI. | TIENHAI | Dut. str. | — | I. Mare | NIPPON Yusen KAISHA | On 16th inst., at Noon. |
| TSINGTAO, CHEFOO & NEWCHANG. | ICHANG | Brit. str. | 1 m. | — | P. & O. S. N. Co. | Quick despatch. |
| TSINGTAO, CHEFOO & NEWCHANG. | YONGANG | Brit. str. | — | R. Meyer | JAVA-CHINA JAPAN LYN | On 16th inst. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | PARUSSEN | Brit. str. | — | — | BUTTERFIELD & SWIRE | To-morrow, at 3 p.m. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | WANG K. | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 16th inst., at 3 p.m. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | PERIA | Aus. str. | — | Cruggitt | SANDER, WIELER & CO. | On 18th inst., at Noon. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | CLARA JENSEN | Ger. str. | — | Bendixon | OSAKA SHOSHEN KAISHA | On 21st inst., at 10 a.m. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | NUBIA | Brit. str. | — | F. J. Fox | P. & O. S. N. Co. | About 24th inst. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | PROTEUS | Ger. str. | — | Krabbs | OSAKA SHOSHEN KAISHA | On 20th inst., at 8 a.m. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | PROMISE | Ger. str. | — | Thorstensen | OSAKA SHOSHEN KAISHA | On 23rd inst., at 10 a.m. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | PALMCOOTA | Brit. str. | — | E. H. Garland | JARDINE, MATHESON & CO. | To-morrow, at Daylight. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | HAI TAN | Brit. str. | 2 h. | Rosch | DOUGLAS LA PRAIK & CO. | To-morrow, at 10 a.m. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | CHIRIA | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 22nd inst. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | TAMING | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | To-morrow. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | YONGANG | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 18th inst., at 4 p.m. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | ZAFIRO | Brit. str. | — | R. Roider | SHEWAN, TOMES & CO. | On 28th inst., at Noon. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | ROHM | Brit. str. | — | A. H. Noley | SHEWAN, TOMES & CO. | On 2nd Sept., at Noon. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | PESHAWUR | Brit. str. | — | E. Spicer, R.N.R. | P. & O. S. N. Co. | About 18th inst. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | ARKATON & PCAR | Brit. str. | — | E. Fey | DAVID SASSOON & CO., LD. | To-morrow, at 3 p.m. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | FOOSHING | Brit. str. | — | — | JARDINE, MATHESON & CO. | To-morrow, at 3 p.m. |
| SHANGHAI, NAGASAKI, HIGO & YOKOHAMA. | KUTSANG | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 22nd inst., at Noon. |

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

| FOR | THE CHARTERED S.S. | LEAVING |
|------------------------------------|----------------------------|----------------------------------|
| TAMSU VIA SWATOW AND AMOY | "PROTEUS" Krabbs | SUNDAY, 20th Aug., at 8 a.m. |
| SHANGHAI VIA SWATOW, AMOY & FOCHOW | "CLARA JENSEN" Bendixon | MONDAY, 21st Aug., at 10 a.m. |
| ANPING VIA SWATOW & AMOY | "PROMISE" Thorstensen | WEDNESDAY, 23rd Aug., at 10 a.m. |

* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 10th August, 1905.

T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STRAMERS. | TO SAIL | REMARKS. |
|---|-----------------------------------|-------------------|----------------------------|
| MOJI and KOBE DIRECT | "PEKIN" Lo Mar | About 15th August | Freight only. |
| CALCUTTA VIA SINGAPORE | "PESHAWUR" E. Spicer, R.N.R. | About 16th August | Freight only. |
| YOKOHAMA VIA SHANGHAI, MOJI and KOBE. | CEYLON C. F. Lockstone, R.N.R. | About 18th August | Freight and Passage. |
| MARSEILLES, LONDON and ANTIWERP VIA SINGAPORE | JAPAN E. P. Martin, R.N.R. | About 18th August | Freight and Passage. |
| PENANG, COLOMBO and PORT SAID | — | — | — |
| SHANGHAI | "NUBIA" F. J. Fox | About 24th August | Freight and Passage. |
| LONDON, &c. | "MALTA" R. A. Peters | Noon, 26th August | See Special Advertisement. |

For further Particulars, apply to
 L. S. LEWIS,
 Acting Superintendent.
 Hongkong, 14th August, 1905. [1]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWNSHIP CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|----------------|------------------------|
| HYADES | 3,753 | Wright | about August 22nd |
| LYRA | 4,417 | G. V. Williams | Friday, September 15th |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 22nd July, 1905. [7]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO THE INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | Tons. | CAPTAIN | TO SAIL AT DAYLIGHT ON |
|-------------|-------|----------|------------------------|
| "ARAGONIA" | 5,198 | Schuldt | September 1st, 1905. |
| "NICOMEDIA" | 4,370 | Wagemann | September 26th, 1905. |
| "NUMANTIA" | 4,370 | Feldmann | October 14th, 1905. |

Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 3rd August, 1905. [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

| PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION | SAILING DATES. |
|---|--------------------------|
| PRINZ HEINRICH | THURSDAY 17th August |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 30th August |
| PREUSSEN | WEDNESDAY 13th September |
| ROON | WEDNESDAY 27th September |
| BAYERN | WEDNESDAY 11th October |
| ZIETEN | WEDNESDAY 25th October |
| PRINZESS ALICE | WEDNESDAY 8th November |
| SACHSEN | WEDNESDAY 22nd November |
| PRINZ REGENT LUITPOLD | WEDNESDAY 6th December |
| PRINZ HEINRICH | WEDNESDAY 20th December |

ON THURSDAY, the 17th day of AUGUST, 1905, at Noon, the Steamship "PRINZ HEINRICH," Captain P. Grosch, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on TUESDAY, the 15th August. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 16th August, and will be received at the Agency's Office until Noon, on WEDNESDAY, the 16th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cube in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 19th August, 1905. [5]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------|---|--------------------------------------|
| SPEZIA | HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 20th Aug. Freight. |
| LIBERIA | HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 7th Sept. Freight. |
| RIENANZIA | HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 8th Sept. Freight & Passengers. |
| SCANDIA | HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 20th Sept. Freight & Passengers. |
| SILVANIA | HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 4th Oct. Freight & Passengers. |
| SLAVONIA | HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 16th Oct. Freight & Passengers. |
| VANDALLA | NEW YORK VIA SUEZ (with liberty to call at the Malabar coast) | About beginning of October. Freight. |

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins midship. Lighted throughout by electricity. Duly qualified doctor and stewardesses are carried.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING,
 Hongkong, 7th October, 1904. [2]

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT MALABAR COAST)

PROPOSED SAILINGS FROM HONGKONG, About 1895.

"ST. HUGO" ... 15th Aug.
 "SILIMOSA" ... 25th Aug.
 "SATSUMA" ... 25th Sept.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 3rd August, 1905. [283]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS. TRAILIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. P. L. Y. M. & U. S. H. AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSELY, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."
 Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from here to Bombay, on SATURDAY, the 26th August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Macedonia," 19,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

OCEAN STEAMSHIP COMPANY. LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

Fortnightly sailings for London and Continent.
Monthly sailings for Liverpool.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

| FROM | STEAMERS | TO | DUE |
|---------------------------------|-------------|--------------------|-----|
| GLASGOW and LIVERPOOL | "ULYSSES" | On 9th August. | |
| GLASGOW and LIVERPOOL | "DELRUS" | On 18th August. | |
| GLASGOW and LIVERPOOL | "ALCINOUS" | On 23rd August. | |
| GLASGOW and LIVERPOOL | "GAMMELNON" | On 30th August. | |
| GLASGOW and LIVERPOOL | "JASON" | On 31st August. | |
| GLASGOW and LIVERPOOL | "TEENKAT" | On 10th September. | |
| FOR | STEAMERS | TO | DUE |
| LONDON, AMSTERDAM and ANTWERP | "IDOMENEUS" | On 15th August. | |
| GENOA, MARSEILLES and LIVERPOOL | "STENTOR" | On 20th August. | |
| LONDON, AMSTERDAM and ANTWERP | "PAKLING" | On 29th August. | |
| LONDON, AMSTERDAM and ANTWERP | "ACHILLES" | On 12th September. | |
| GENOA, MARSEILLES and LIVERPOOL | "YANGTSE" | On 20th September. | |
| LONDON, AMSTERDAM and ANTWERP | "ANTENOR" | On 26th September. | |

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

| FOR | STEAMERS | TO | DUE |
|---|------------|-------------------|-----|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA | "JASON" | On 3rd September. | |
| FROM | STEAMERS | TO | DUE |
| TACOMA, SEATTLE, VICTORIA and PACIFIC COAST | "NINGCHOW" | On 17th August. | |

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[9-10]

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO | DUE |
|--|----------|-----------------|-----|
| MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE | "TSINAN" | On 14th August. | |
| MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE | "TAMING" | On 15th August. | |
| MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE | "ICHANG" | On 16th August. | |
| MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHIHLI" | On 22nd August. | |

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|--------|----------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | Sat. 26th Aug. Noon. |
| RUBI | 2540 | A. H. Nolley | Manila | Sat. 2nd Sept. Noon. |

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 14th August, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
S.S. "SIERRA BLANCA" On 20th September.

For freight and further information apply to
SHEWAN TOMES & CO., GENERAL MANAGERS.
Hongkong, 7th August, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO | DUE |
|-----------------------------------|-------------|-----------------------------|-----|
| TIENTSIN VIA WEIHAIWEI | "WOSANG" | Tuesday, 15th Aug. 3 p.m. | |
| SINGAPORE, SOERABAYA and SHANGHAI | "FOOSHING" | Tuesday, 15th Aug. 3 p.m. | |
| MANILA | "WAISHING" | Wednesday, 16th Aug. 3 p.m. | |
| SINGAPORE, PENANG & CALCUTTA | "YUENSHANG" | Friday, 18th Aug. 4 p.m. | |
| SINGAPORE, PENANG & CALCUTTA | "KUISANG" | Tuesday, 22nd Aug. Noon. | |

For Freight or Passage, apply to
JARDINE, MATHESON & CO., GENERAL MANAGERS.
Hongkong, 12th August, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

| R.M.S. | PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). | WEDNESDAY, 23rd Aug. |
|--------------------|--|----------------------|
| "EMPEROR OF INDIA" | 6,000 Tons Com. E. Batham, R.N.R. | |
| "TARTAR" | 4,425 Tons Com. W. Davison, R.N.R. | |
| "EMPEROR OF JAPAN" | 6,000 Tons Com. H. Pybus, R.N.R. | |
| "EMPEROR OF CHINA" | 6,000 Tons Com. B. Archibald, R.N.R. | |
| "ATHENIAN" | 3,882 Tons Com. S. Robinson, R.N.R. | |

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
P. E. BROWN, General Agent
Corner Pedder Street and Praya, opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|--------------------------|--------------------|--------------------------|
| TJIMAH | JAVA | Second half of August | JAPAN via SHANGHAI | Second half of August |
| TJILATJAP | JAPAN | Second half of August | JAVA PORTS | First half of September |
| BOGOR | JAPAN | First half of September | JAVA PORTS | First half of September |
| TJIPANAS | JAVA | Second half of September | JAPAN via SHANGHAI | Second half of September |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports not through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

Alexandra Buildings, 3rd Floor.
Hongkong, 8th August, 1905.

JAPAN COALS.

ITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PAINTER'S BUILDINGS, 10th House Street.
OTHER BRANCHES
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maidaura, Misaki, Hakodate, Taipei, etc.
Telegraphic Address "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotsu, Mameda, Mannoura, Onoura Otsuji, Sasahara, Tanakura, Yoshinotsu, Yoshio, Yanokibara, and other Coals.
S. MINAMI, Manager, Hongkong.

VESSLS ON THE BERTH

| NIPPON YUSEN KAISHA | FOR NAGASAKI, KOBE AND YOKOHAMA. |
|-----------------------------|---|
| "BAROTSE" | Captain A. Leo, will be despatched for the above ports on WEDNESDAY, 16th inst., at Noon. |
| THE Bucknall Line Steamship | For Freight, apply to NIPPON YUSEN KAISHA, Agents. Hongkong, 10th August, 1905. [1386] |

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
Captain Cragg, will leave for the above places on FRIDAY, the 18th inst., 4 p.m.
For Freight or Passage, apply to
SANDER, WISLER & CO., Agents.
Princes' Building.
Hongkong, 12th August, 1905. [13]

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
THE Steamship
Captain Combe, will be despatched for MARSEILLES on TUESDAY, the 22nd August, at 1 p.m.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "ARNDT BEHIC" 5th Sept.
S.S. "ERNEST SIMONS" 19th Sept.
S.S. "POLYNESIAN" 3rd Oct.
G. DE CHAMPEAUX, Agent.
Hongkong, 9th August, 1905. [2]

IMPERIAL GERMAN MAIL LINE.
NORDDDEUTSCHER LLOYD, BREMEN.
JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.
STEAM FOR
FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.
On TUESDAY, the 22nd August, at Noon, the Steamship "PRINZ SIGISMUND," Captain Loeb, with Mail, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
NORDDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 26th July, 1905. [1765]

"BEN" LINE OF STEAMSHIPS.
FOR MARSEILLES, LONDON AND ANTWERP.
THE Steamship
"BENLARIO"
Captain Wallace, will be despatched as above on or about the 27th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 3rd August, 1905. [1823]

MAIL TABLES FOR 1905.
Showing the dates of departure of the Mails to Europe, America, and the dates of their arrival at their destinations, as well as the dates of departure of the Mails from Europe and America and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Parcel Post to and from England.
Mounted on Card 30-Cents
On Paper 20
On Sale at the Hongkong Daily Press Office.
Hongkong, 10th February 1905.

MAP OF THE STRAITS OF WEST RIVER.
From Hongkong to Wanchow, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897.

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA"
Captain Hoppe, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before To-day. Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 7th August, 1905. [1852]

S.S. "ARMAND BEHIC" COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London, via S. S. "Gauloise" and "Charente" from Bordeaux, or S. S. "Ville de Dunkerque," "Ville d'Arres" and "Ville de Lille," in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 14th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 14th inst., or they will not be recognised.
All damaged packages will be examined on Monday, the 14th inst., at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 7th August, 1905. [2]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ORESTES"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 16th August.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th August will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 18th August, or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th August, 1905. [9-10]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, MIDDLESBORO, AND ANTWERP.

THE Steamship

"GLENROY"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.
Goods not cleared by the 15th inst., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.
MCGLEDER BROS. & GOW, Agents.
Hongkong, 8th August, 1905. [1860]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"GOBACK"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 12th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 16th inst.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th August, 1905. [9-10]

NOTICE TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE"
Captain C. H. Durell, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO., Agents.
Hongkong, 9th August, 1905. [1867]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, S.S. "Victoria."
From Australia, S.S. "Marrion."
From Calcutta, S.S. "Dorcas."
From Port Said, S.S. "B. I. S. N."
and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
De-aged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.
Hongkong, 10th August, 1905. [1]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRASAMELA"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival here, after which no claims will be recognised.
JARDINE, MATHESON & CO., Agents.
Hongkong, 11th August, 1905. [1874]

WEEBIN LINE OF STEAMERS SINGAPORE.

STEAMERS.

CHARTERHOUSE

GLENFALLOCH

NAMYONG

HONG BEE

HONG WAN I

HONG MOH

Upon the arrival of the above steamers at Hongkong, Consignees are requested to forward Bills of Lading to the undersigned for countersignature, and to take immediate delivery, otherwise the cargo will be landed and stored in Godowns at Consignees' risk and expense.

No Fire Insurance will be effected.
JOO TEK SENG, Agents, Hongkong.
Hongkong, 28th July, 1905. [1775]

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA, and thence from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1905.

NOW READY.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of Yearly Approximate Averages FOR 31 YEARS, FROM 1874 TO 1904.

Price \$2 Cash. On Sale at the "Daily Press" Office, or Local Booksellers.
Hongkong, 11th May, 1905.

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press)
PUBLISHED DAILY.
Is the oldest and still immeasurably the best medium for Advertising among the Native Community.
Established for nearly FORTY YEARS circulates largely throughout Southern China, Indo-China, etc.
Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Voeux Road, Central, Hongkong, 131, Fleet Street, London, or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

POST-OFFICE NOTICES.

The *s.s. Preussen*, with the German mail of the 18th July, left Singapore on Friday, the 11th inst., at 6 p.m., and may be expected here on or about Wednesday, the 16th inst., at 6 a.m.

Mails for CANTON, SAMBURI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

A mail for MACAO per *s.s. Wanchai* is closed every week-day at 5 p.m.

Mails for NANTAO, SANBURI, KONGMOO, KIMCHUK, SAMBURI, WUCHOW and CANTON are closed every week-day, at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

| FOR | PER | DATE |
|---|--|-----------------------------|
| Hai Phong | Hongkong | Monday, 14th, 9.00 A.M. |
| Bangkok | Hongkong | Monday, 14th, 1.15 P.M. |
| Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth | Tatienmen | Monday, 14th, 3.00 P.M. |
| Amoy, Straits and Rangoon | Tainan | Monday, 14th, 3.00 P.M. |
| Kwang Chow Wen and Luchow | Palomotta | Monday, 14th, 5.00 P.M. |
| Swatow, Amoy and Fuchow | Lucia Vittoria | Monday, 14th, 5.00 P.M. |
| Macao and Sourabaya | Haitan | Tuesday, 15th, 9.00 A.M. |
| Singapore, Penang and Calcutta | Enma Layken | Tuesday, 15th, 11.00 A.M. |
| Wei-hai-wei and Tientsin | Hungshan | Tuesday, 15th, 1.15 P.M. |
| Singapore, Sourabaya and Samarang | Arakoon Apar | Tuesday, 15th, 2.00 P.M. |
| Manila | Wosung | Tuesday, 15th, 2.00 P.M. |
| Bangkok | Foshing | Tuesday, 15th, 2.00 P.M. |
| Shanghai | Taining | Tuesday, 15th, 3.00 P.M. |
| Tsingtao, Chefoo and Newchwang | Choufa | Wednesday, 16th, 11.00 A.M. |
| | Washing | Wednesday, 16th, 2.00 P.M. |
| | Ichang | Wednesday, 16th, 3.00 P.M. |
| | | Thursday, 17th, 11.00 A.M. |
| Europe, &c., India via Taticorin | Printed Matter and Samples | 10.00 A.M. |
| (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) | Registration, 10.00 A.M. | |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) | Letters, with late fee of 10 cents, up to 10.45 A.M. | |
| | Letters, 11.00 A.M. | |
| Manila, Singapore, Penang and Calcutta | Yuenang | Friday, 18th, 3.00 P.M. |
| | Katung | Tuesday, 22nd, 10.00 A.M. |
| | | Tuesday, 22nd, 10.00 A.M. |
| Europe, &c., India via Taticorin | Printed Matter and Samples | 10.00 A.M. |
| (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) | Registration, 10.00 A.M. | |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) | Letters, with late fee of 10 cents, up to 10.45 A.M. | |
| | Letters, 11.00 A.M. | |
| Friedrich Wilhelmshafen, Herbarshöhe, Matupi, Brisbane, Sydney & Melbourne | Printed Matter and Samples | 10.00 A.M. |
| Swatow, Wei-hai-wei, Chefoo and Tientsin | Registration, 10.00 A.M. | |
| | Letters, with late fee of 10 cents, up to 10.45 A.M. | |
| | Letters, 11.00 A.M. | |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) | Registration, 10.00 A.M. | |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | Letters, with late fee of 10 cents, up to 10.45 A.M. | |
| | Letters, 11.00 A.M. | |

TO-DAY.

Fits Gerald Bros. Circus, Causeway Bay.

TO-MORROW.

Ordinary half-yearly Meeting of the Hongkong, Canton & Macao Steamboat Co., Ltd., noon.

Ship, steam launch, Competitor, Causeway Bay, Messrs. Hughes & Hough, noon.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

| | | |
|-----------------------------------|-----------|--------------|
| | | 12th August. |
| ON LONDON. | | |
| Telegraphic Transfer | ..... | 110 1/2 |
| Bank Bill on demand | ..... | 110 1/2 |
| Bank Bills, at 30 days' sight | ..... | 110 1/2 |
| Bank Bills, at 4 months' sight | ..... | 110 1/2 |
| Credits, at 4 months' sight | ..... | 111 1/2 |
| Documentary Bill, 4 months' sight | ..... | 111 1/2 |
| ON PARIS. | | |
| Bank Bills, on demand | ..... | 258 1/2 |
| Credits, at 4 months' sight | ..... | 258 1/2 |
| ON GERMANY. | | |
| On demand | ..... | 194 1/2 |
| ON NEW YORK. | | |
| Bank Bills, on demand | ..... | 46 1/2 |
| Credits, 60 days' sight | ..... | 47 1/2 |
| ON HONGKONG. | | |
| Telegraphic Transfer | ..... | 141 1/2 |
| Bank, on demand | ..... | 141 1/2 |
| ON CALCUTTA. | | |
| Telegraphic Transfer | ..... | 141 1/2 |
| Bank, on demand | ..... | 141 1/2 |
| ON SHANGHAI. | | |
| Bank, at sight | ..... | 71 1/2 |
| Private, 30 days' sight | ..... | 72 1/2 |
| ON YOKOHAMA. | On demand | 83 1/2 |
| ON MANILA. | On demand | 83 1/2 |
| ON SINGAPORE. | On demand | 83 p.p. On |
| ON BATAVIA. | On demand | 113 1/2 |
| ON HAI PHONG. | On demand | 113 p.p. On |
| ON SAIGON. | On demand | 113 1/2 |
| ON BANGKOK. | On demand | 113 1/2 |
| GOVERNMENTS, Bank's Buying Rate | ..... | 104.45 |
| GOL. LEAF, 100 fine, per ton | ..... | 55.10 |
| BAS SILVER, per oz. | ..... | 27 1/2 |

OPIUM.

| 12th August. | | | |
|--|-------------|----|------------|
| Quotations are:— Allowances not to 1 catty | | | |
| Malwa New |\$1200 | to | per picul |
| Malwa Old |\$1230 | to | 12 |
| Malwa Older |\$1340 | to | 12 |
| Malwa V. Old |\$1490 | to | 12 |
| Persian fine quality |\$1650 | to | 12 |
| Persian extra fine |\$1120 | to | 12 |
| Patna New |\$1145 | to | per chest. |
| Patna Old |\$1122 | to | 12 |
| Bengales New |\$ | to | 12 |
| Bengales Old |\$1065 | to | 12 |

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* arrived at Shanghai at 8 a.m. on Saturday, the 12th Aug., and left again at 8 p.m. same day for Hongkong, and is due here at 11 a.m. to-morrow.

THE GERMAN MAIL.

The I.G.M. str. *Preussen* left Singapore on Friday at 8 p.m., and may be expected here on Wednesday, the 16th Aug., at 6 a.m.

The I.G.M. str. *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on Wednesday, the 9th Aug., at 3 p.m., and may be expected here on Wednesday, the 16th Aug.

The I.G.M. Australian str. *Willahed* left Sydney on the 5th Aug., at noon, and may be expected here on Monday, the 28th Aug.

MERCHANT STEAMERS.

The str. *Zofre* left Manila on Friday, the 11th Aug., and is due here to-day at daylight.

The P. & O. str. *Polaris* left Singapore for this port on the 8th Aug., at 10 a.m.

The Hockland Line str. *Barotab* left Singapore on the 9th Aug., and is due here on the 15th Aug.

The Den Line str. *Bengles*, from Antwerp and London, left Singapore on the 9th Aug. for this port.

The O. & O. str. *Ceylon* left Singapore for this port on the 11th inst., at 6 a.m.

The J. & C. str. *Yamato* left Nagasaki for this port on the 11th inst., and may be expected here on the 18th inst.

The P. & A. str. *Aragonia* arrived at Yokohama on the 9th Aug., and is expected here on the 22nd Aug.

STEAMERS PASSED THE CANAL.

July 18th—*Barotab*, Bengles, *Poachouta*, 21st—*Annam*, *Glenfarg*, *Ceylon*, *Nubia*, *Pelousa*, *Redshire*, *Boald*, 28th—*Alcinous*, *O. Ford*, *Leonia*, *Rhein*, *Bileia* (Ger.), *Suttonhall*, *Ernest*, *Simons*, Aug. 1st—*Stam*, *Hendeluch*, *Ganle*, *Swazi*, *Wray Castle*, *Tunnan*, 4th—*Agamemnon*, *Jaon*, *Pera*, *Ping*, *Sileia* (Aust.), 8th—*Roon*, *Slovenia*, *Sylvia*, *Summit*, 11th—*Palermo*, *Polynesien*, *Teoska*, *Longer*.

ARRIVALS AT HOME.

Aug. 11th—*Oceanic*.

PASSENGERS.

ARRIVED.

Per *Kwongkong*, from Shanghai, &c., Dr. F. E. Jones, Messrs. Lintrichhaus, Van de Stadt and Kell.

Per *Prinz Heinrich*, from Kobe, Mr. Maddiford, Mr. and Mrs. Elsey and 2 children, Miss W. Gilbrae, Dr. Knaggs, Mr. Cunningham, Capt. Little, Messrs. McCollum and Cadden.

Per *Eastern*, from Australia for Hongkong, Mrs. Service and child, Misses Years and Mori, Dr. W. J. Power, Mr. and Mrs. Borges, Mr. E. Pereira, Messrs. S. G. Cooke, Borgt, and Mrs. Henriques and 3 children, Sergt. A. Vieira, Messrs. Y. Sasaki, Mr. and Mrs. Shimokawa, and Mrs. Senoia, for Yokohama, Mr. and Mrs. Hanson, Mr. A. K. Rhodes, and Miss Yashish.

DEPARTED.

Per *Rubi*, for Manila, Mr. and Mrs. Mayer, Messrs. Chas. Klinck, Ferrand, A. B. Powell and E. W. Heads.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD "DOCK."

A.I.A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 732 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 86 1/2 "

Width of Entrance on Bottom... 83 1/2 "

Water on Blocks at Spring Tide... 94 1/2 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 351 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING, REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OUBA-MARU" (712 tons, 700 I.H.P.) especially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

Short Notice.

THE NOTED BRAND OF THE OLD COACHING DAYS.

Sole Agents: LANE, CRAWFORD & CO.

Hongkong, 6th April, 1905.

Ideal Milk



Enriched 20 per cent. with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

JOINT STOCK SHARES.

Hongkong, 12th August.

| COMPANY. | PAID UP. | QUOTATIONS. |
|------------------------|----------|------------------------|
| Alhambra | \$200 | \$100. |
| Banks— | | |
| Hongkong & S'hai. | \$125 | \$915, sellers |
| National B. of China | 25 | \$58, buyers |
| A. Sharea | 125 | \$64, buyers |
| Bell's Asbestos Co. | 125 | \$11.75 |
| China-Borneo Co. | 125 | \$10. |
| China Light & P. | 125 | \$9, sales & buyers |
| China-Prudent | 125 | \$10. |
| Cotton Mills— | | |
| Ewo. | 125 | \$15.50, buyers |
| Hongkong | 125 | \$15.50, buyers |
| International | 125 | \$15.50, buyers |
| Laun Kung Mow | 125 | \$15.50, buyers |
| Soychow | 125 | \$15.50, buyers |
| Dairy Farm | 125 | \$17, buyers |
| Docks and Wharves— | | |
| Farnham, B. & Co. | 125 | \$124. |
| H. & K. Wharf & G. | 125 | \$102.25, sales & sel. |
| H. & W. Dock | 125 | \$198, buyers |
| New Amoy Dock | 125 | \$17, buyers |
| S'hai & H. Wharf | 125 | \$12, buyers |
| Fenwick & Co. Geo. | 125 | \$28, new issue, sel. |
| O. Island Cement | 125 | \$28. |
| Hongkong & C. Gas | 125 | \$175, buyers |
| Hongkong Electric | 125 | \$155, sellers |
| Do. New | 125 | \$10, sellers |
| H. H. L. Tramways | 125 | \$102.25. |
| Hongkong Hotel Co. | 125 | \$157, buyers |
| Hongkong Ice Co. | 125 | \$27.75, sellers |
| Hongkong Rope Co. | 125 | \$115. |
| H'kong S. Waterboat | 125 | \$11.25, sales |
| Insurance— | | |
| Canton | 125 | \$325, sales |
| China Fire | 125 | \$30, sellers |
| China Trade | 125 | \$25. |
| Hongkong Fire | 125 | \$30. |
| North China | 125 | \$15.50. |
| Union | 125 | \$100. |
| Yangtze | 125 | \$175, sales & buy. |
| Land and Building— | | |
| Hongkong Land | 125 | \$124, buyers |
| Humphrey's Estate | 125 | \$121, sellers |
| Kowloon Land & B. | 125 | \$30. |
| Shanghai Land | 125 | \$15.50. |
| West Point Building | 125 | \$55, buyers |
| Mining— | | |
| Charbonnages | 125 | \$490. |
| Rails | 125 | \$1810. |
| Philippine Co. | 125 | \$91, sellers |
| Rederies— | | |
| China Sugar | 125 | \$245, sellers |
| Luzon Sugar | 125 | \$97, sellers |
| Steamship Companies— | | |
| China and Manila | 125 | \$30, sellers |
| Douglas Steamship | 125 | \$35, sellers |
| H. Canton & M. | 125 | \$27. |
| Indo-China S.N. Co. | 125 | \$210. |
| Shell Transport Co. | 125 | \$12, sellers |
| Do. Preference | 125 | \$108. |
| Star Ferry | 125 | \$33, sellers |
| Do. New | 125 | \$25, sellers |
| Shanghai & H. Drying | 125 | \$50. |
| South China M. Post. | 125 | \$21, sellers |
| Steam Laundry Co. | 125 | \$5. |
| Do. | 125 | \$72, buyers |
| Stores & Dispensaries— | | |
| Campbell, M. & Co. | 125 | \$30. |
| Powell & Co. Wm. | 125 | \$113, sellers |
| Watkins | 125 | \$107, sellers |
| Watson & Co. A. S. | 125 | \$134, buyers |
| United Asbestos | 125 | \$4. |
| Do. Founders | 125 | \$160. |

VERNON & SMITH, Brokers.

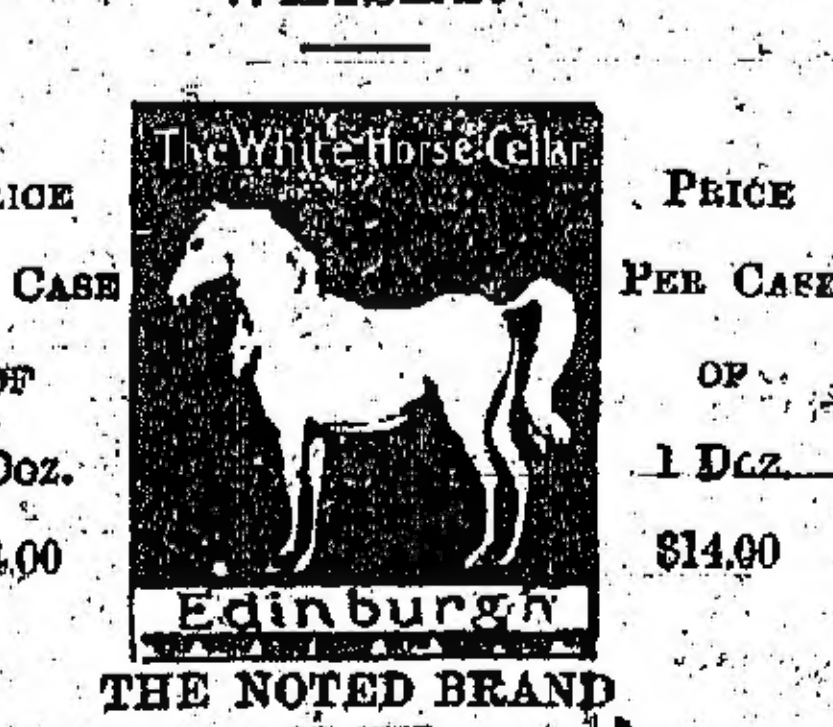
HONGKONG TIDE TABLE.

From 14th to the 20th August.

To correct Zone Time add 23 min. and 18 sec.

| HIGH WATER. | LOW WATER. |
|-------------|------------|
| Mean Time. | Mean Time. |
| Mean Time. | Mean Time. |
| Mon. 14 | Mon. 14 |
| Tue. 15 | Tue. 15 |
| Wed. 16 | Wed. 16 |
| Thurs. 17 | Thurs. 17 |
| Fri. 18 | Fri. 18 |
| Sat. 19 | Sat. 19 |
| Sun. 20 | Sun. 20 |

WHITE HORSE CELLAR WHISKY.



THE NOTED BRAND OF THE OLD COACHING DAYS.

Sole Agents: LANE, CRAWFORD & CO.

Hongkong, 6th April, 1905.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2363 tons, Captain H. D. Jones.

S.S. "POWAN," 2338 tons, Captain G. F. Morrison, R.N.R.

S.S. "FATSHAN," 2280 tons, Captain E. D. Thomas.

S.S. "HANKOW," 3073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1995 tons, Captain J. J. Lossin.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sundays excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest, on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "FEUNGSHAN," 1998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week-days about 2 p.m. (See Special Summer Time table) Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. D. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

KOWLOON HOTEL.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star Special—The finest of all "Tog" WHISKIES at ... \$13.00

5 Star Special—The finest of all "Tog" WHISKIES at ... \$22.00

Stop drinking rank Smoky Stuff, because "It comes through the Smoke."

Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor. Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & Co.

BANKS

THE HONGKONG HIGH-LEVEL TEAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

| WEEK DAYS. |
|---|
| 7.00 a.m. |
| 7.30 a.m. to 8.00 a.m. ... Every 10 minutes. |
| 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. |
| 8.30 a.m. to 9.00 a.m. ... Every 10 minutes. |
| 9.00 a.m. to 10.00 a.m. ... Every 15 minutes. |
| 10.00 a.m. to 11.00 a.m. ... Every 10 minutes. |
| 11.00 a.m. to 12.45 p.m. ... Every 15 minutes. |
| 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. |
| 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. |
| 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. |
| 2.15 p.m. to 3.00 p.m. ... Every 15 minutes. |
| 3.00 p.m. to 5.00 p.m. ... Every 10 minutes. |
| 5.00 p.m. to 8.00 p.m. ... Every 15 minutes. |
| NIGHT CARS. |
| 8.45 p.m. & 9.00 p.m. ... Every 15 minutes. |
| Extra cars at 11.30 p.m. and 11.45 p.m. |
| SATURDAYS. |
| 8.00 a.m. to 9.00 a.m. ... Every 15 minutes. |
| 9.00 a.m. to 9.30 a.m. ... Every 10 minutes. |
| 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. |
| 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. |
| 11.00 a.m. to 1.00 p.m. ... Every 15 minutes. |
| 1.00 p.m. to 2.00 p.m. ... Every 10 minutes. |
| 2.00 p.m. to 3.00 p.m. ... Every 15 minutes. |
| 3.00 p.m. to 7.00 p.m. ... Every 10 minutes. |
| 7.00 p.m. to 8.00 p.m. ... Every 15 minutes. |
| 8.00 p.m. to 9.00 p.m. ... Every 10 minutes. |
| 9.00 p.m. to 11.15 p.m. ... Every 15 minutes. |
| SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central. |
| JOHN D. HUMPHREYS & SON, Liquidators. |
| Hongkong, 14th July, 1905. |

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China.

the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS.

AUTHORIZED ... \$10,000,000

CAPITAL PAID UP ... \$2,500,000

RESERVE FUND ... \$5,000,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMYTH'S BANK, LIMITED.

BANKERS' TRUST COMPANY, LIMITED.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

20, Des Voeux Road, Hongkong, 24th July, 1905.

THE BANK OF TAIWAN LIMITED